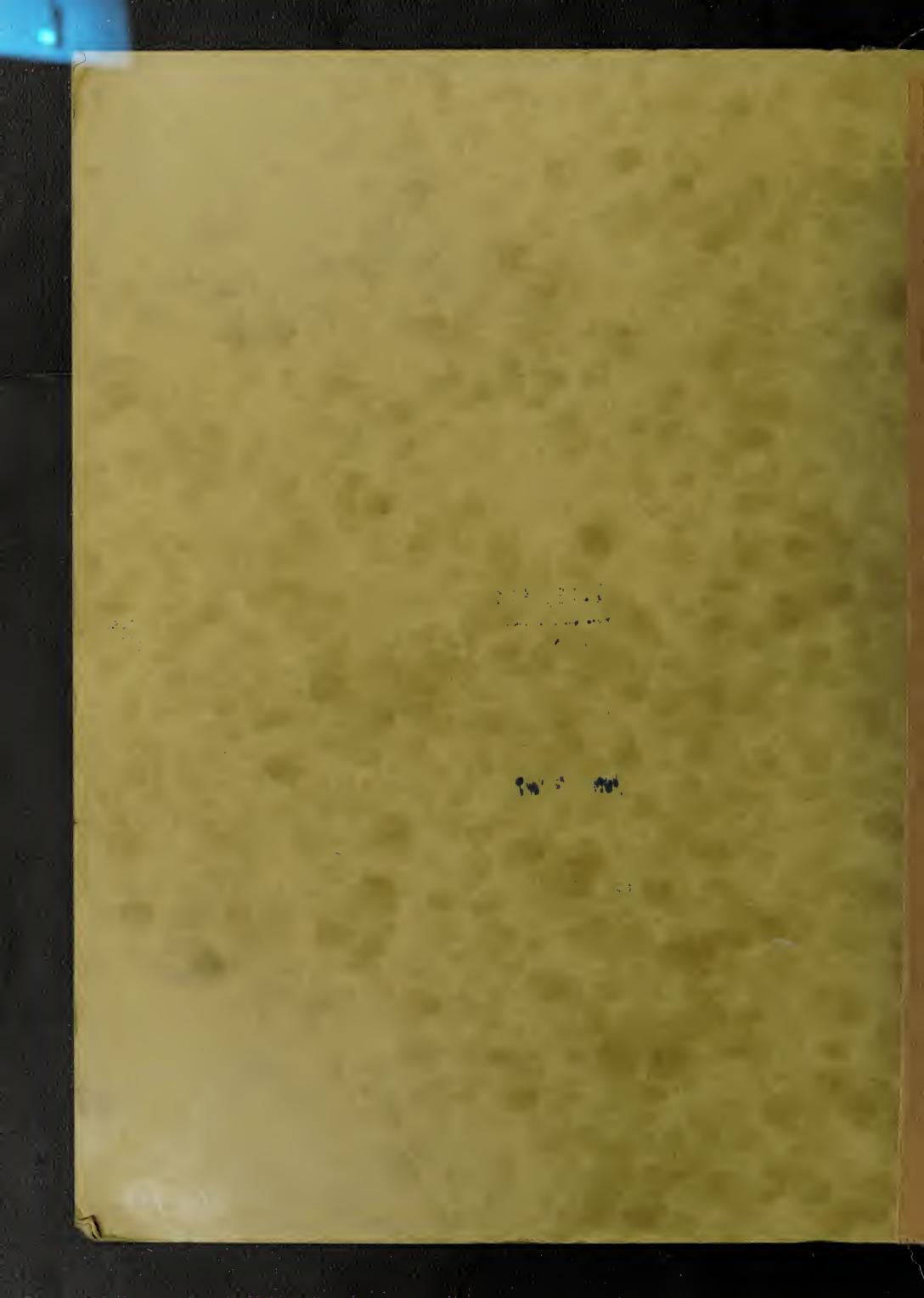
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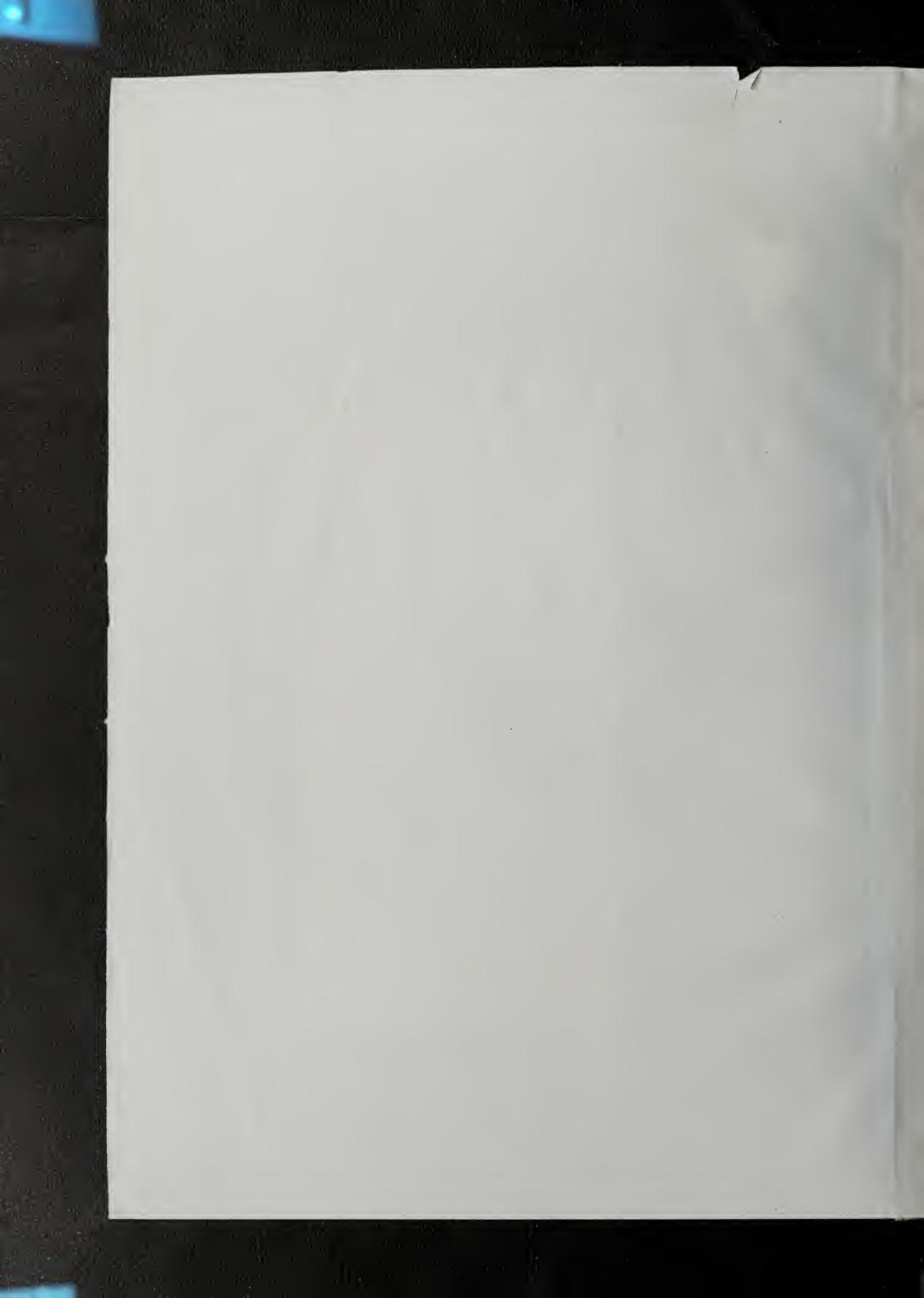


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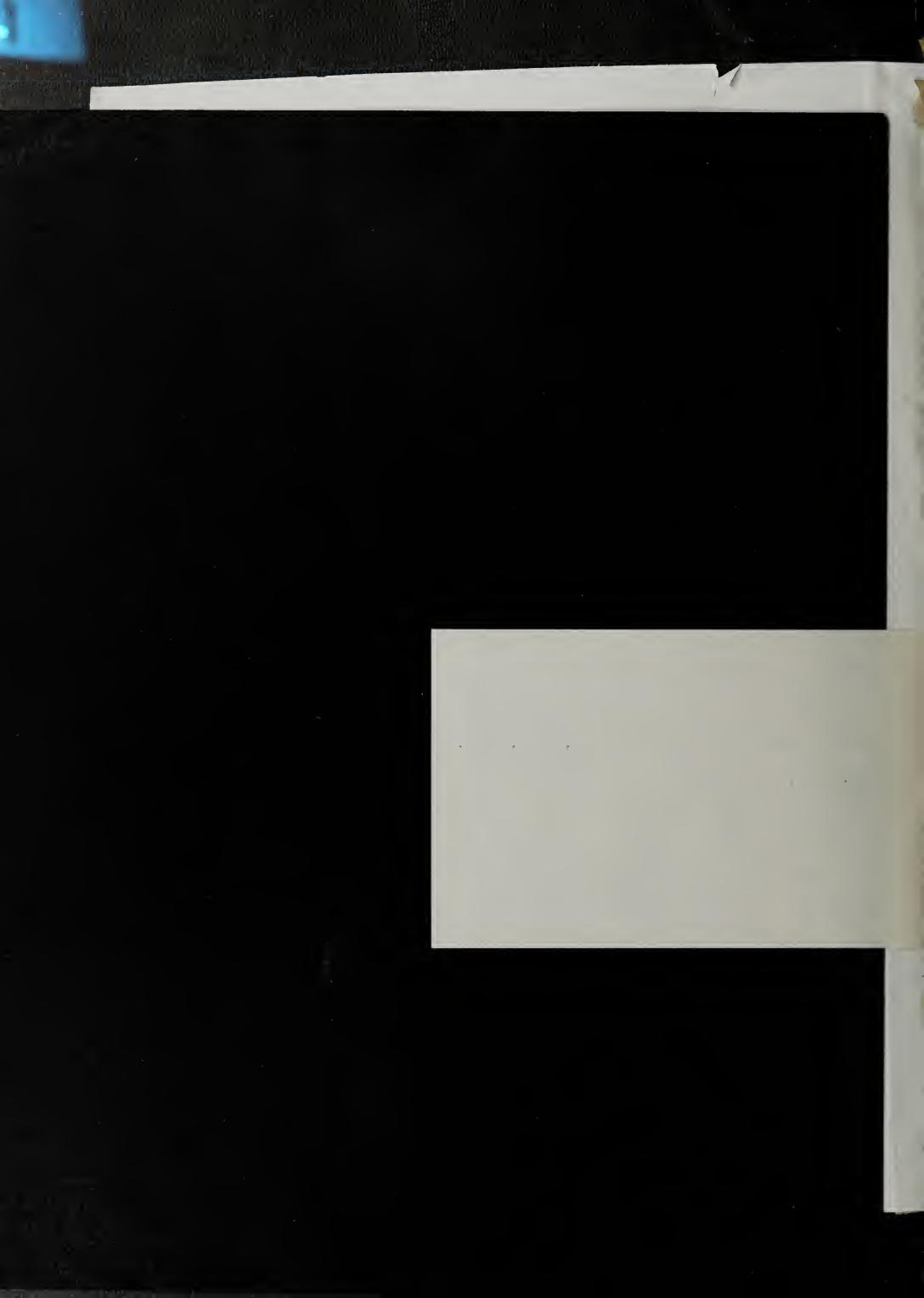
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INFORMATIONAL MEMORANDUM

DATE:

May 3, 1948.

SUBJECT: Traffic Speed Trends

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Average

The results of 347 speed studies conducted during 1947, which include observations of 105,449 vehicles on main rural highways in 14 States, have been summarized. The pertinent facts for the 1947 studies are shown in table 1 attached. Table 2 is a similar summary of 319 additional studies made in 1946, including 138,084 vehicles in 17 States.

Also attached are tables and charts similar to those in Informational Memorandum dated January 31, 1946, which have been revised to include additional data received for the period ending December 31, 1945. Detailed data by States for earlier periods can be obtained by reference to Informational Memorandum dated August 24, 1945.

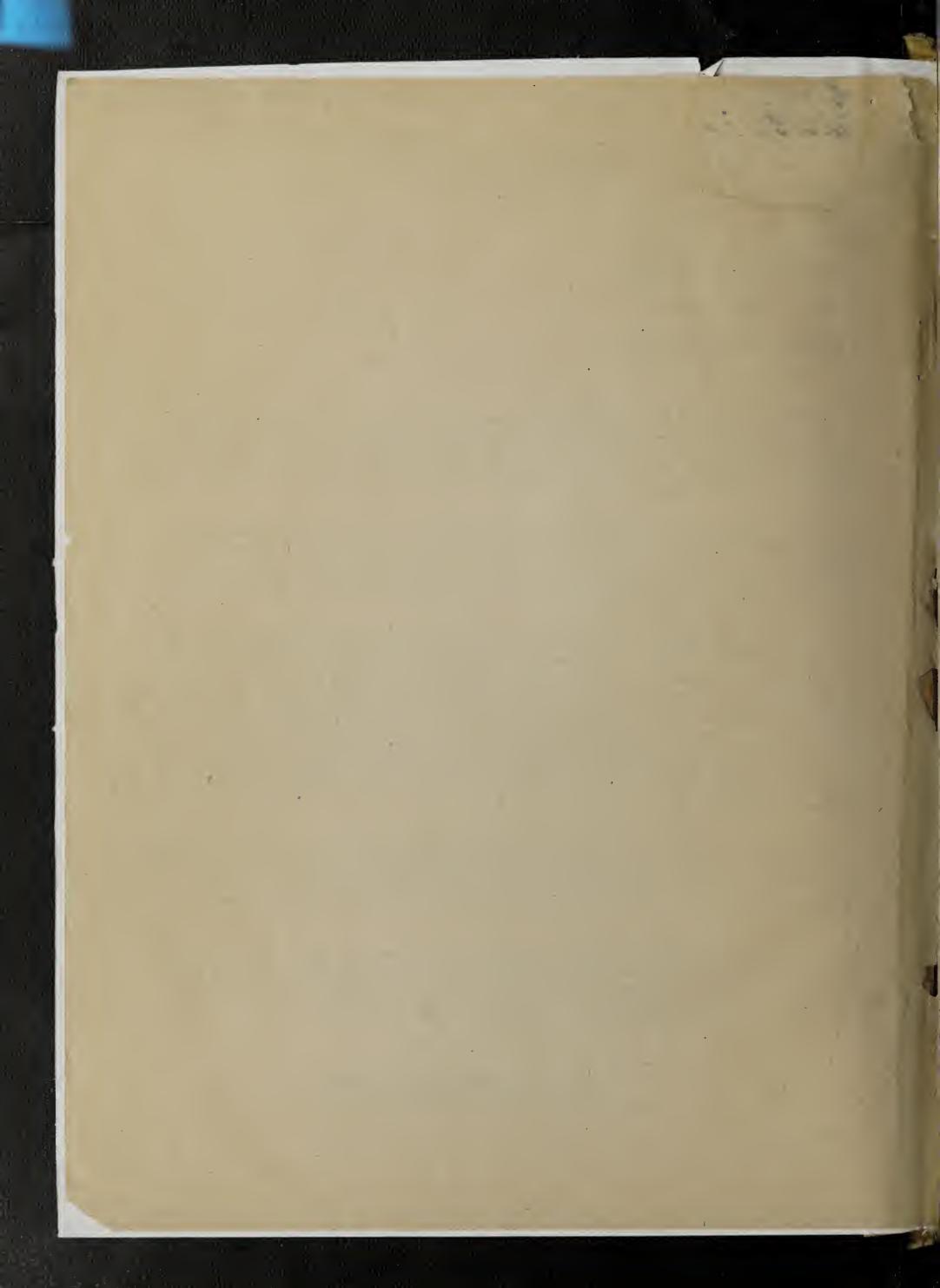
The average speed of all vehicles for the year ending December 31, 1947, was 46.8 miles per hour. This average is 1.6 miles per hour higher than the corresponding value from studies made during the previous year and is 2.8 miles per hour higher than the average for the period from August 15, 1945, to December 31, 1945. Nine of the thirteen States reporting speeds during both 1946 and 1947 experienced an increase in travel speed in the latter year. The average speed of all vehicles for which speeds were reported in 1947 is only 0.3 mile per hour lower than the average prewar speed. Thirty-seven percent of the passenger cars exceeded 50 miles per hour at the rural highway locations

Trucks have shown a steady increase in average speeds to reach an all-time high of 42.2 miles per hour, which is 1.8 miles per hour higher than their prewar average. Thirty-two percent of the trucks, according to the latest report, travel in excess of 45 miles per hour and twelve percent exceed 50 miles per hour.

Bus speeds during 1947 were slightly lower than in 1946. The bus speed averages of 47.8 miles per hour for 1946 and 47.4 miles per hour for 1947, however, are approximately two miles per hour faster than that reported for the period in 1945 immediately following the end of the war.

> H. S. Fairbank, Deputy Commission Public Roads Administration

Attachments



3353 dir g. 1947, 1952 contre.

TABLE 1.--AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF 35 MILES PER HOUR FOR THE PERIOD FROM JANUARY I, 1947, TO DECEMBER 31, 1947.

EASTERN REGIONS

				EASTERN RE			EASTERN	ERN RE	REG I ONS												4. 1 1, 1 t
											Speed	ed exceeded	eded								-
S C C C C C C C C C C C C C C C C C C C	¥ T	Average	speed			35 #	.p.h.			40 m.p	p.h.			45 м.р.р.	. h.			50 м.р.ь.	ч.		
	A11	P. C.	TK.	Bus	A11	ъ.С.	Tk.	Bus	114	P.C.	Tk.	Bus	A11	P.C.	Tk.	Bus	A11 P	0	Tk.	Bus	
	X	Miles per	r hour							Pe	Percentage	of	vehicles	82							
NEW ENGLAND Connecticut Maine	41.6	42.7	37.6	37.7	79	8 8 8 8	65	92	52 60	6 4 8	30	27	38	36	10	15	<u> </u>	17	0 10	36	
MIDDLE ATLANTIC New Jersey	42.8	44.2	40.1	39.9	& &	91	80	57	65	7.2	9	94	-	4.7	22	34	91	19	vo	13	
SOUTH ATLANTIC	45.2	46.2	41.9	50.8	90	92	85	97	17	76	88	91	20	57	32	80	22	26	12	54	
Average		44.2			84	87	7.4	94	62	89	44	09	04	97	21	97	91	19	9	28	
						CEN	CENTRAL AN	AND WEST	WESTERN RE	REGIONS											
EAST NORTH CENTRAL Indiene Wisconsin	53.4	53.8	49.3	52.3	95	8 6 6 6	46		98	8 8 4	87		77 68	78	65	•	8 B	60 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	34		
EAST SOUTH CENTRAL	47.5				\$				75				62				9 =				
WEST NORTH CENTRAL Iowa Minnesota Missouri	47.0 46.6 49.3	48.6	42.4	53.3	92	9 0 0 0 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	88 88		7 8 2 8	82 80 87	57		0 9 2 S	66 59 73	41 26		30	8 8 8 1 2 1 2 1 3 4 8 8 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3	10		
MEST SOUTH CENTRAL	43.7	45.9	39.1	46.4	8	86	7.1	& 4	19	7.0	£ £	7.1	4.7	28	25	4 9	27	3.5	00	4 8	
MOUNTAIN Arizone Nevede	8 8 3	49.6	42.4	51.3	0 8 8	86	8	8	80	86	6.5	91	63	88	0.4	80	0 # # #	6	18	65	
PACIFIC Oregon	# 8° 6	51.7	43.5	10	96	97	91		<u>ه</u>	06	88		±9	7.4	32		0 #	50	o		
Average	48.2	49.7	43.5	5 50.8	92	94	87	91	980	982	49	81	29	69	38	26	41	46	91	56	
							A	ALL STATES	ES				•								
Average	46.8	47.8	3 42.2	2 47.4	68	92	82	81	7.4	62	59	29	22	61	32	99	33	37	12	37	
			-	-	-																

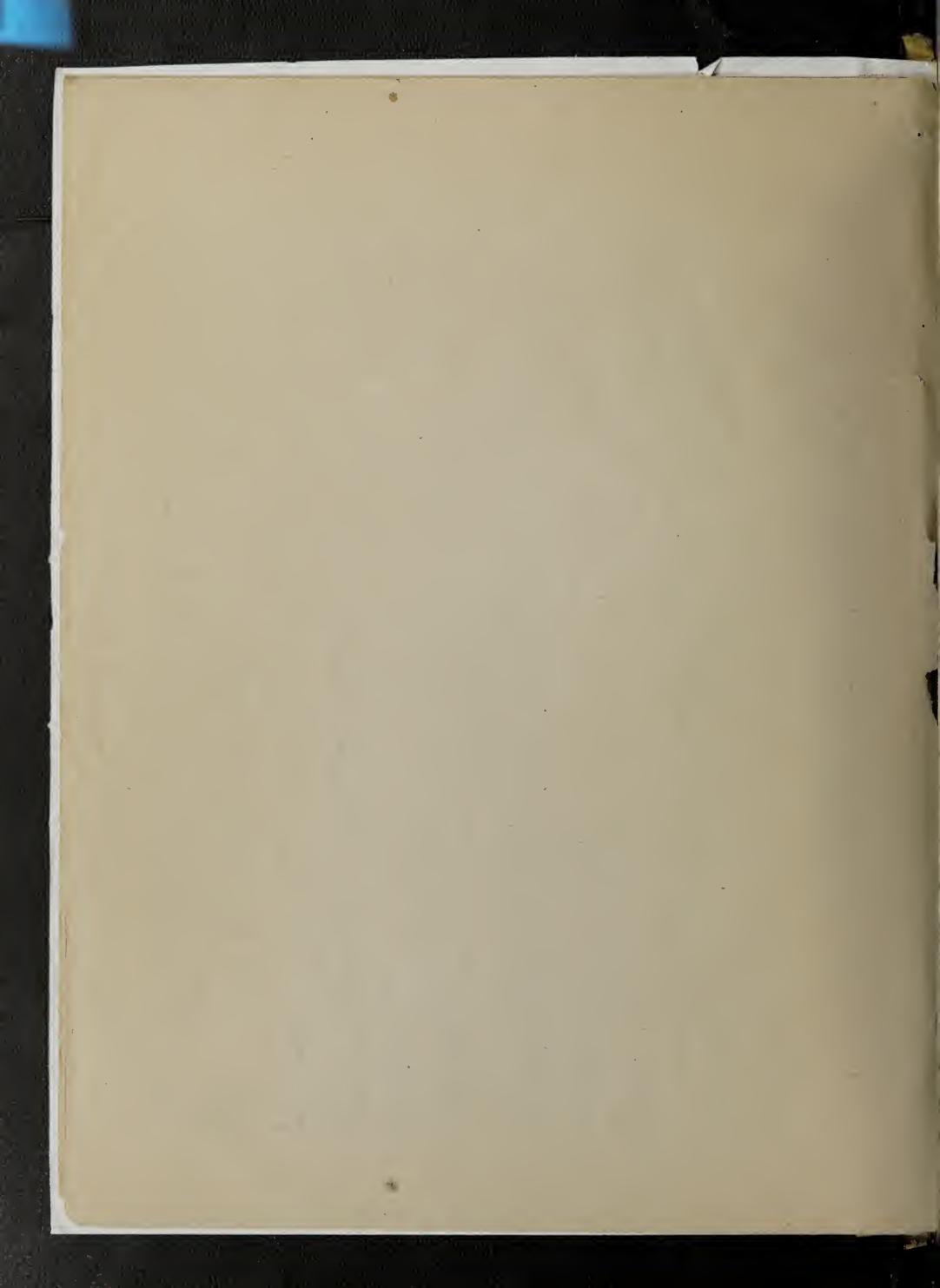


TABLE 2. -- AVERAGE SPEEDS AND PERCENTAGE OF VEHICLES TRAVELING IN EXCESS OF 35 MILES PER HOUR FOR THE PERIOD FROM JANUARY I, 1946 TO DECEMBER 31, 1946.

EASTERN REGIONS

		50 ж.р.ћ.	C. Tk. Bus		10 2 4 21 5 67	15 4 7	12 2 11 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3	17 5 28		31 8 43 12	44 58	28 5 46 32 10 41 31 11 63	54 15 37 58 15 78	55 12	40 11 54		32 9 41
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			Bug		16	25	34 72	47			40	70 52 76	7.1		22		58
		B.p.h.	Tk.		9	17	7 28 23	11		15	33	16 15 25	26	36	28		24
	ę ,	45 m.F	P.C.	68	28 44	45	28 40	39		41 711	6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	\$0 52	65	7.7	09		53
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	Speed		Bus	tage of	44 90	51	55 86 80	89			7.9	78 81 84	71		81		74
		m.P.h.	Tk.	Percent	27 37	37	30	39		29	4.88	31 50	8 K	70	53		48
		40 m	P. C.		52	· **	55 72 64	79	REG I ONS	57 89	82 76 85	64 77 74	88	91	28		73
			A11		55 59	80	8 8 W	28	WESTERN	53	78	86 5 9	81 76 81	98	73	ES	89
			Bug		71	76	88 88	84	AND WE		06	92	100	·#·	93	L STATES	88
		P•h•	Ţ,		62	7.0	63 80 80	72	CENTRAL	50	90 %	64 81 75	75	92	78	ALL	92
ı		35 m . p	P.C.		81 93	92	80	87	ÇE	69	94	80 80 80 80	94	86	96		89
			Ę		90	87	78 88 83	7 8		80 60 80 80	#6 6	77 87 86	96 6 6	88	88		87
	•	3	Bus	bour	36.7	39.8	41.1	44.0		49.5	52.0	48.8 47.2 52.8	46.2		50.8		47.8
	Average apared		Tk.	8 per	36.1	38.1	36.7 41.2 40.4	38.8		36.8 43.8	41.3 42.4 42.8	37.3 40.7 41.0	39.9	43.9	41.0		40.2
	Average		P.C.	Miles	40.5	43.3	41.1 45.4 43.0	43.0		44.0	47.3	4 4 4 6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	49.3 50.3	52.0	47.8		46.1
			A11		39.7	6	# 0.# # 4.3	42.2		43.2	45.8 46.8	# 2 # # # # # 5 * 8	50.3 47.6 49.0	50.1	46.7		45.2
		State			NEW ENGLAND Connecticut Maine	MIDDLE ATLANTIC New Jersey	SOUTH ATLANTIC Maryland North Carolina Virginia	Average		E. NORTH CENTRAL Indiana Wisconsin	W.NORTH CENTRAL Iows Minnesota ¹ Missouri	W. SOUTH CENTRAL Arkansas Louisisna Texas	MOUNTAIN Arizona Newada New Mexico	PACIFIC Oregon	Average		Average

Steady includes period from August 15, 1945 to Mevember 19, 1946.

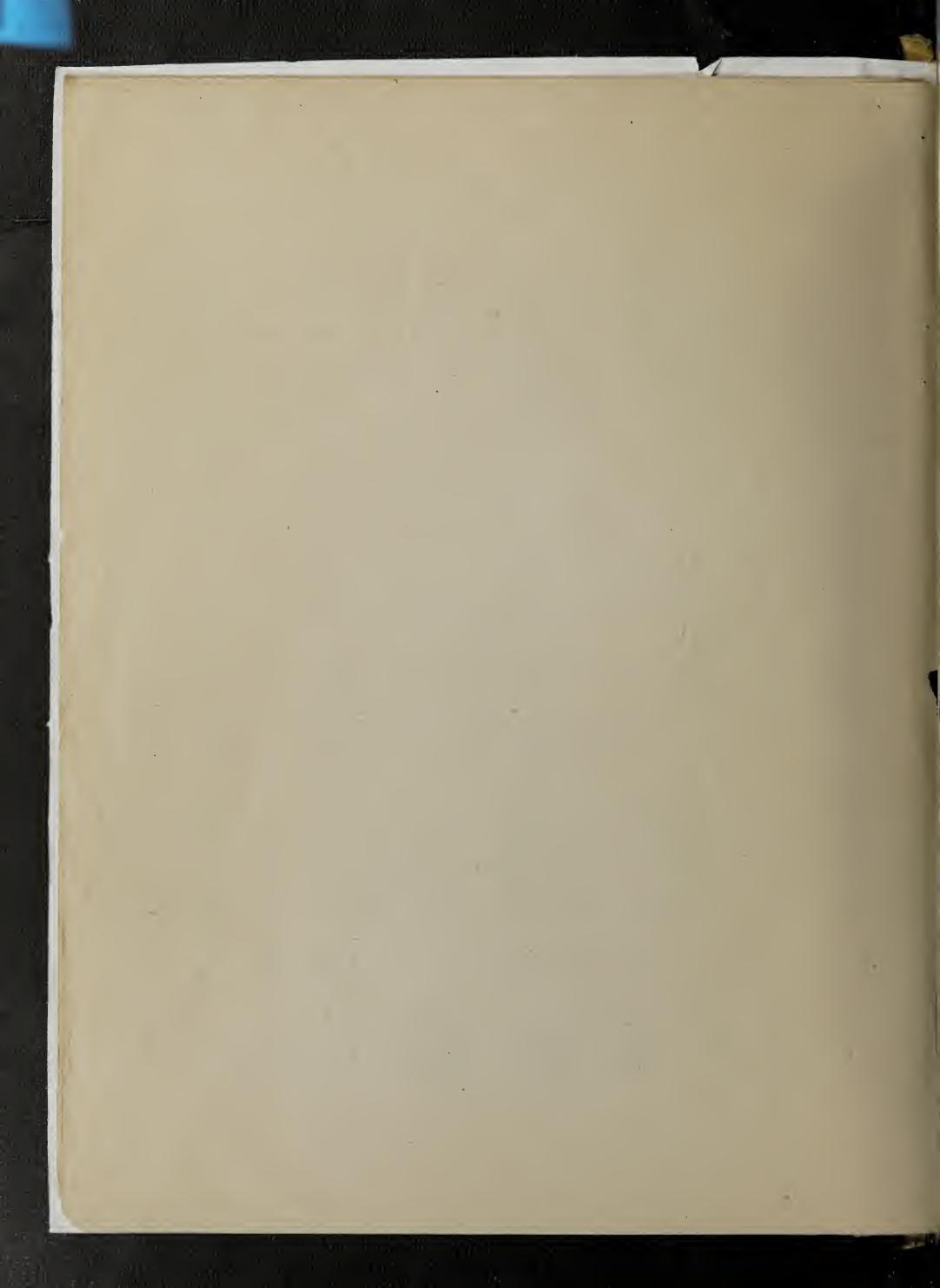
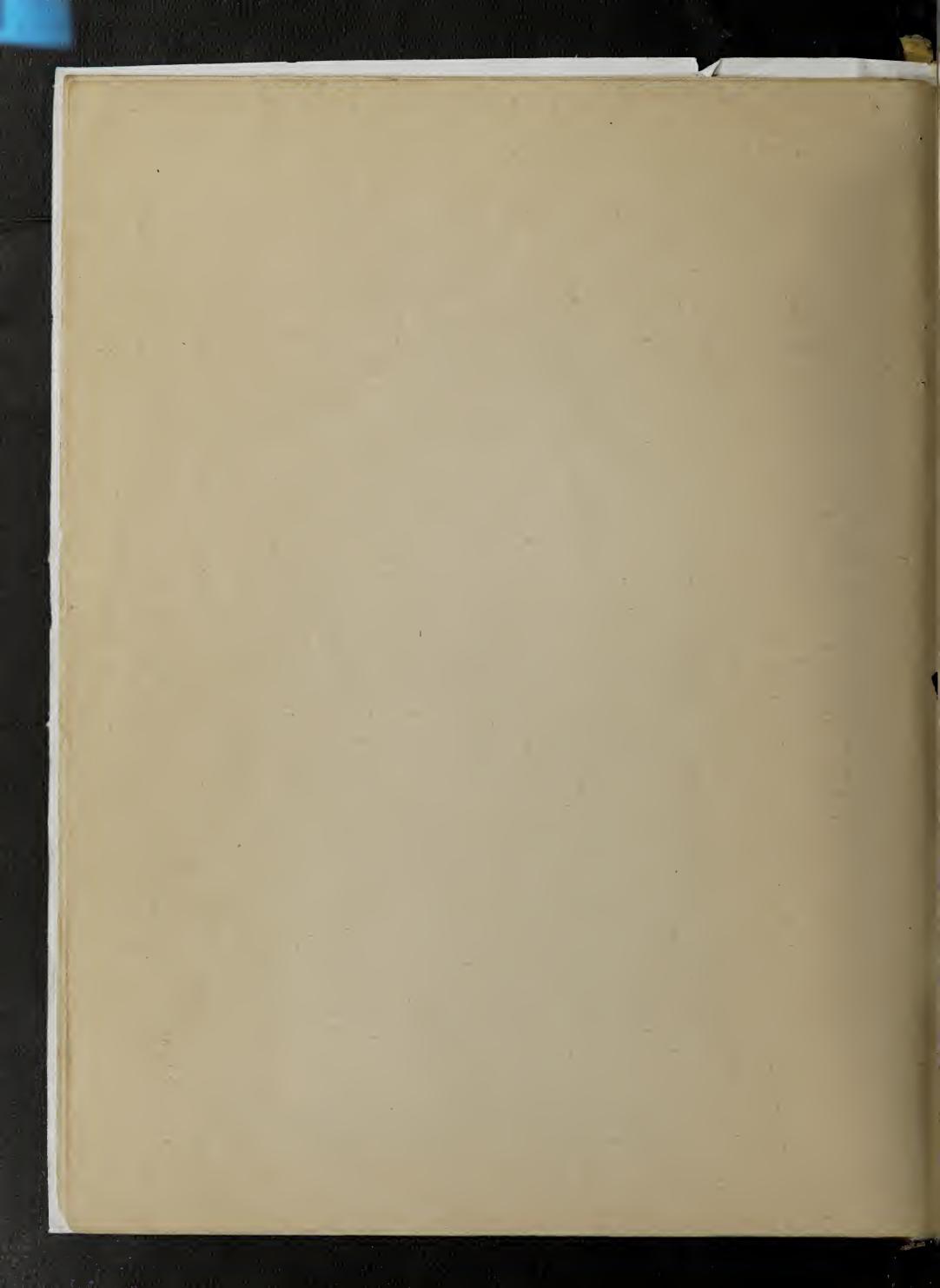


TABLE 3. -- AVERAGE SPEEDS AND PERCENTAGE OF VEHICLES TRAVELING IN EXCESS OF 35 MILES PER HOUR FOR THE PERIOD FROM AUGUST 15, 1945 TO DECEMBER 31, 1945.

EASTERN STATES

						1						Speed	exceeded	P			- 0			
State		Average	ge speed	ا		35 m.	m.P.h.			40 m.p	. p • k			45 m.p.	· ц.			50 %	.р.в.	
	A11	P. C.	Tk.	Bus	A11	P.C.	Tk.	Bus	A11	P.C.	Tk.	Bus	A11	P.C.	ık.	Bus	A11	P.C.	Tk.	Bus
		Mil	es per	hour				"		Per	ercentag	e of v	ehicles							
Connections	K 0 1	41.7	37.0	40.1	A.R.	88	73	67	5.1	57	31	54	24	28	10	28	6	10	2	18
	•	42.0	27		26	80	000		- LC	8	37		30	33	19		2 1	23	10	
Coordia	5			34.3	- 40	· ·	30	20	=	16	4	9	9	7	0	0		7	0	0
100 M				47.0	. 6	9 0	80	2 2	36	30	18	09	17	19	9	33	9	7	7	7
Mery fend	H3.9	43				000	78	80	1 9	67	8 4	99	30	42	20	40	21	20	7	20
New York 1	#6.8				96	96			92	92			67	67			35	35		
North Carolina	# S #		40.5	45.4	98	89	79	94	19	69	47	74	38	44		80	91	19	9	26
Virginia	44.7	45.2	42.		98	88	82	88	7.0	7.2	59	80	6 🛨	52	35	62	22	30	16	40
West Virginia	40.2	41.9			65	74	45	26	42	20	20	43	23	29	7	6	12	16	က	9
Average	41.8	42.4	37.8	41.3	7.9	82	65	92	54	58	33	55	33	36	15	32	16	18	5	17
									1											
						ວັ	CENTRAL	AND WE	STERN S	STATES										
Arkanses	41.9	43.5	37.7	52.2	7.8	81	7.0	92	115	55	20	80		43	13	76		15	7	46
California		46.		_	87	94	74	92	7.0	73	48	. 92		- 52	24	43		28	6	24
Colorado	44.8	45		44.2	88	06	78	7.8	62	89	40	54	52	57	28	20	30	34	6	40
Idaho	47.8	49.4	42.9		93	9.2	88		7.9	84	64			26	31			44	18	
Indiana	45.0	46.			3	87	99		65	70	39			49	16		2 th	28	9	
Louisiana	42.0				80	8	72	82	59	64	94.	89		33	12	32		73	7	27
Missouri	#6.3		41.	53.	,	92	;	,	7	80	((61				37	•	-
Montana	9.44	45.2	40.8	40.5	- °	26	200	100	2,2	0 0	0 0	8	, t) v	21	c ,	23	30	. 10	7
N out of a	13.7			44	0.6	92	7.8	100	17.	78	26	80	53	57	27	20	33	37	14	20
New Mexico	47.2			50	88	92	62	8.5	80	85	44	85	99	7.2	27	75	39	4.4	7	2.0
Oregon	47.0				116	96	88		79	85	62		53	62	27		28	35	6	
Texas	1.54	46.	39.		80	83	64	85	99	70	44		0 +	4	18	57.	2#	28	۰,	40
Utah	50.6		45.	50.8	80	66	96	100	94	97	82	95	+ 0	70	4. 0	2 6	200	0/	040	0 4
Washington	1.6.	47.	40,	54.	o -	6	2 .	700	10	60	44		ם ע	00	2 6	ò	23	3.6	2 4	2
Woming	38.4	38.7	37.7	۵./4	12	70	71		33	36	23		6 -	19	11		; =	12	20	
		1									-						+			
Average	45.2	46.4	40.8	47.0	82	90	92	91	69	74	48	80	48	54	24	09	28	33	10	37
								ALL ST	TATES											
Average	44.0	45.0	39.8	45.5	84	87	73	85	64	69	43	202	42	87	21	87	.24	28	6	29
			-1	4												-	1			1



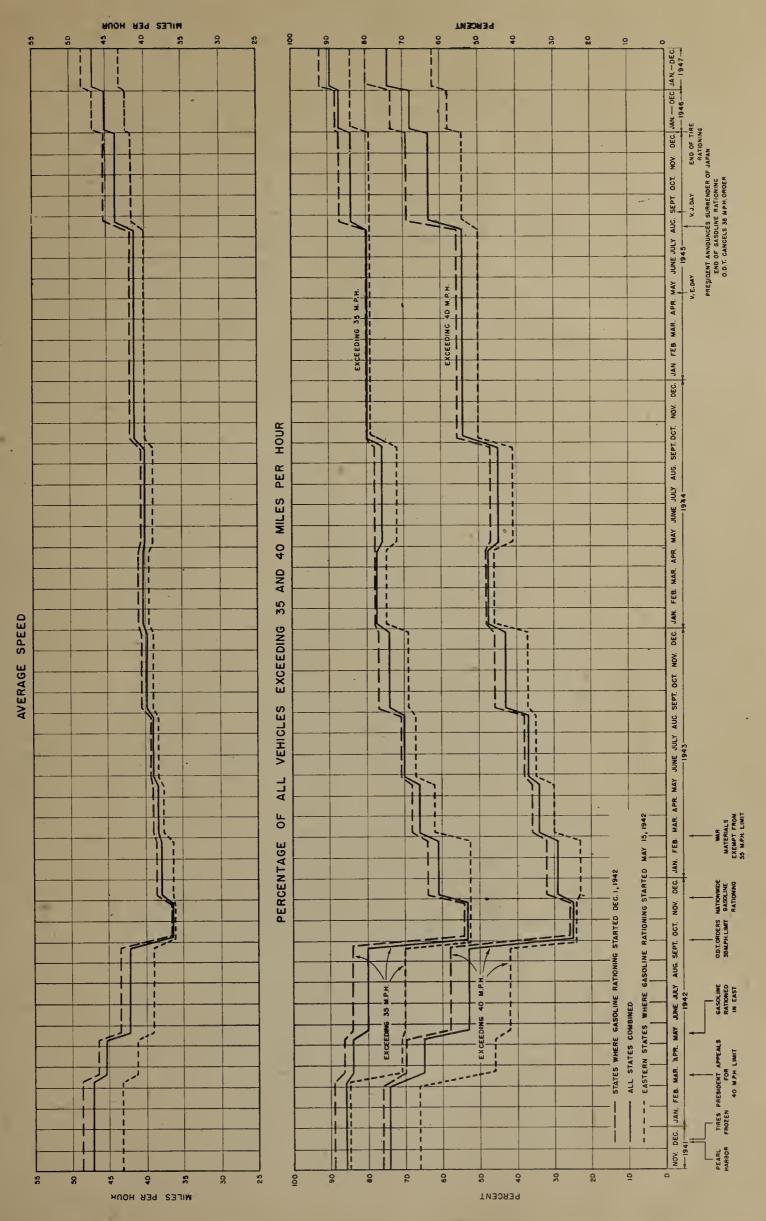
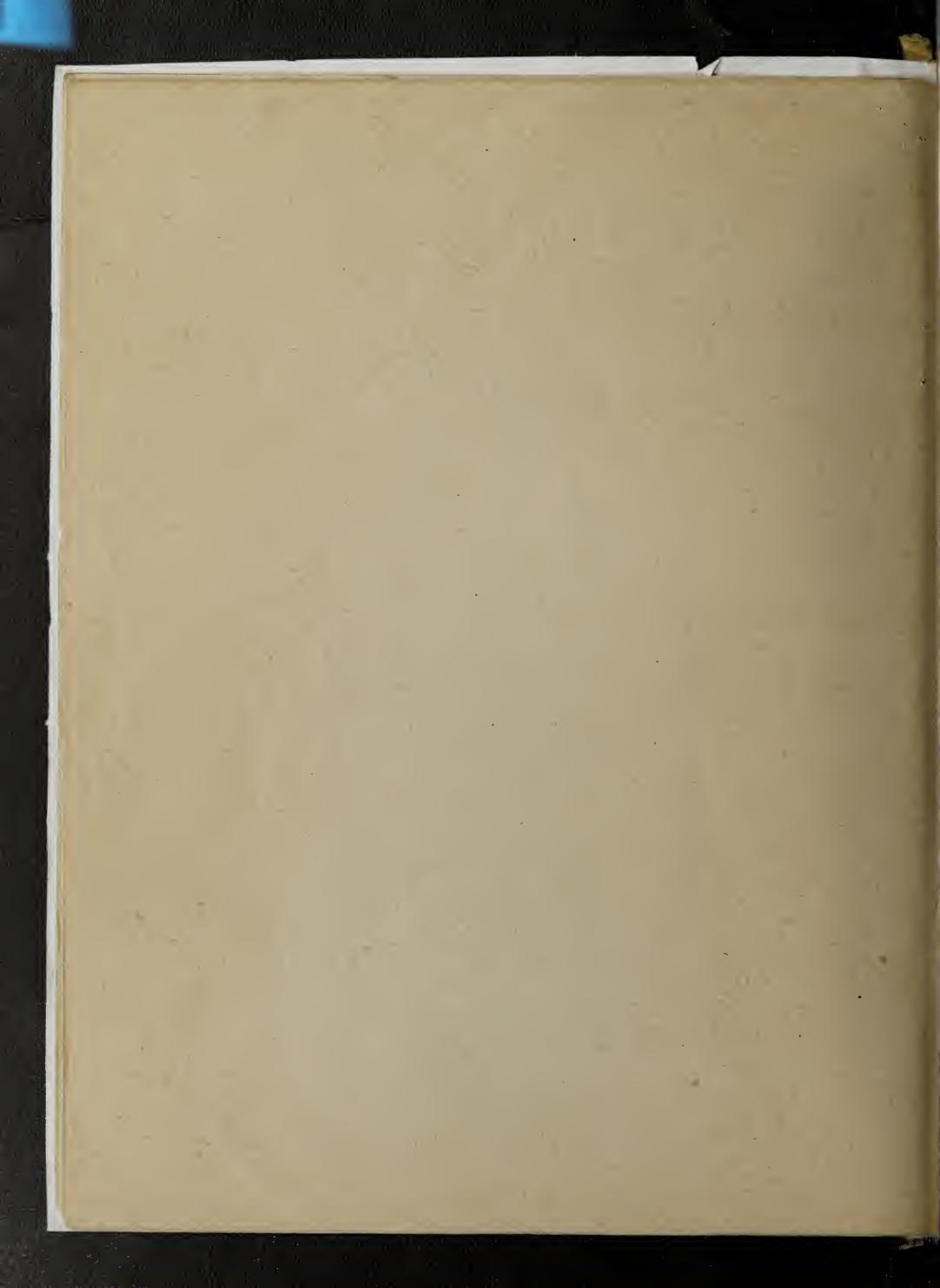


FIGURE 1- AVERAGE SPEEDS ON MAIN RURAL HIGHWAYS BY PERIODS AND RATION AREAS



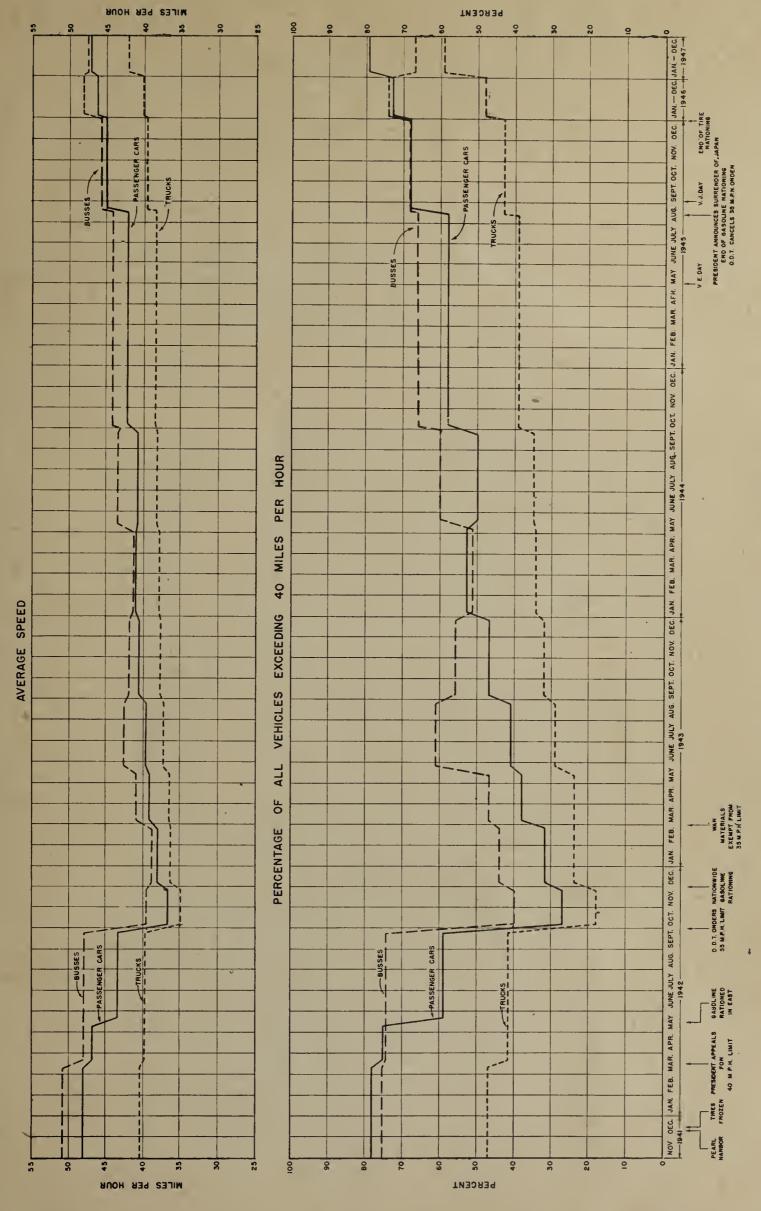
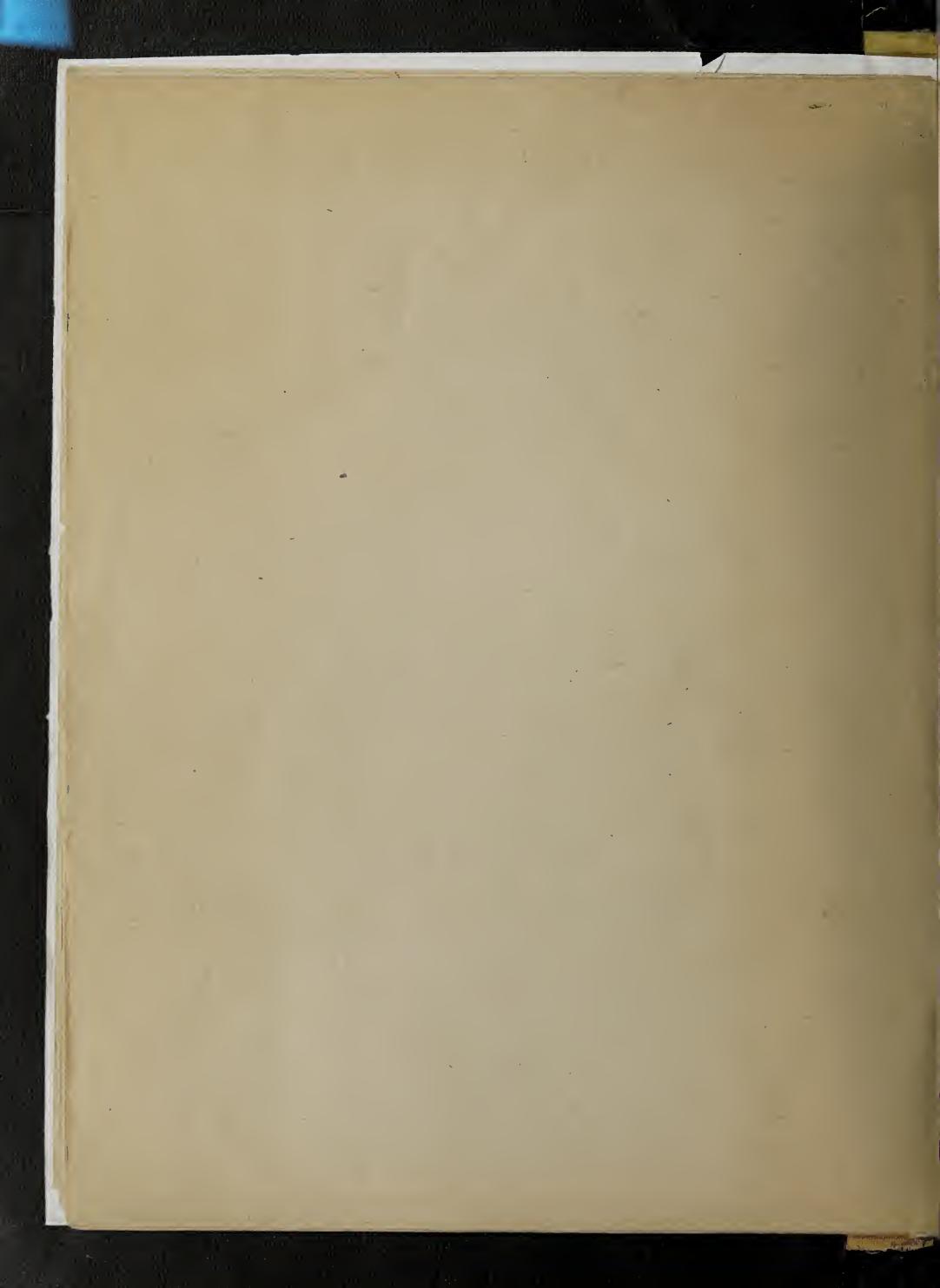


FIGURE 2-AVERAGE SPEEDS ON MAIN RURAL HIGHWAYS

BY PERIODS AND RATION AREAS



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: resultis 70f06214 speed highways. The results on of 189,412 vehicles,

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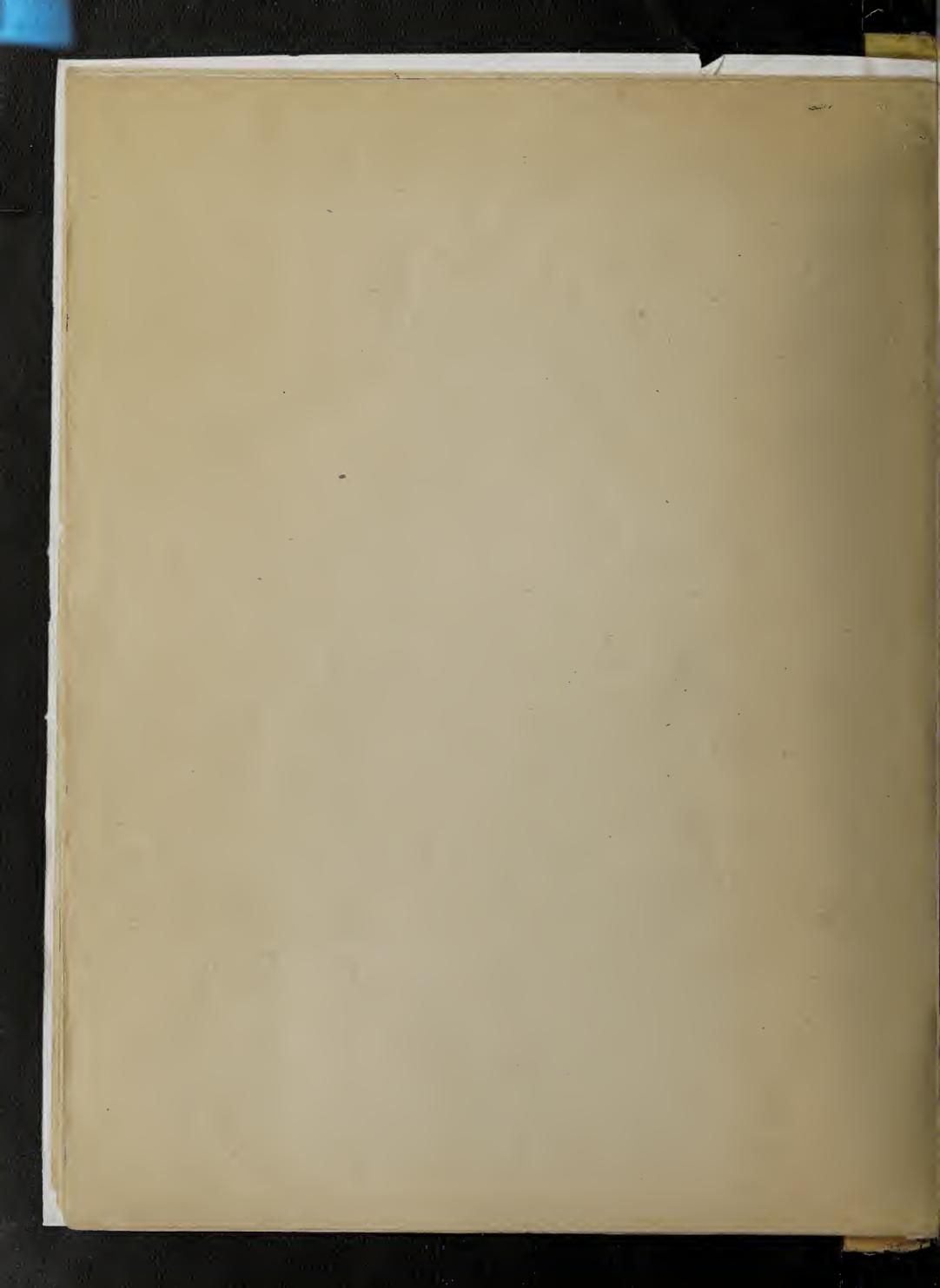
17.4 miles per hour, or I for the 1949 studies. is at exactly the same nich appear in table 2.

tly from those reported are 42.8 miles perhour s average bus speed is or the prewar period. rcent of the passenger ere operated at speeds

in the eastern States ded in the central and vehicles observed in han 50 miles per hour. ern States, 45 percent per hour.

average speeds and in is speeds, separated by

H. S. FAIRBANK, Deputy Commissioner Bureau of Public Roads



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Washington, D.

BUREAU OF PUBLIC ROADS
Thomas H. MacDonald, Commissioner

TRENDS

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Twenty-three States have reported the resulting of \$21 speed studies conducted during 1950 on main rural highways. The results of these studies, which include observation of 189,412 vehicles, are summarized in table 1, attached.

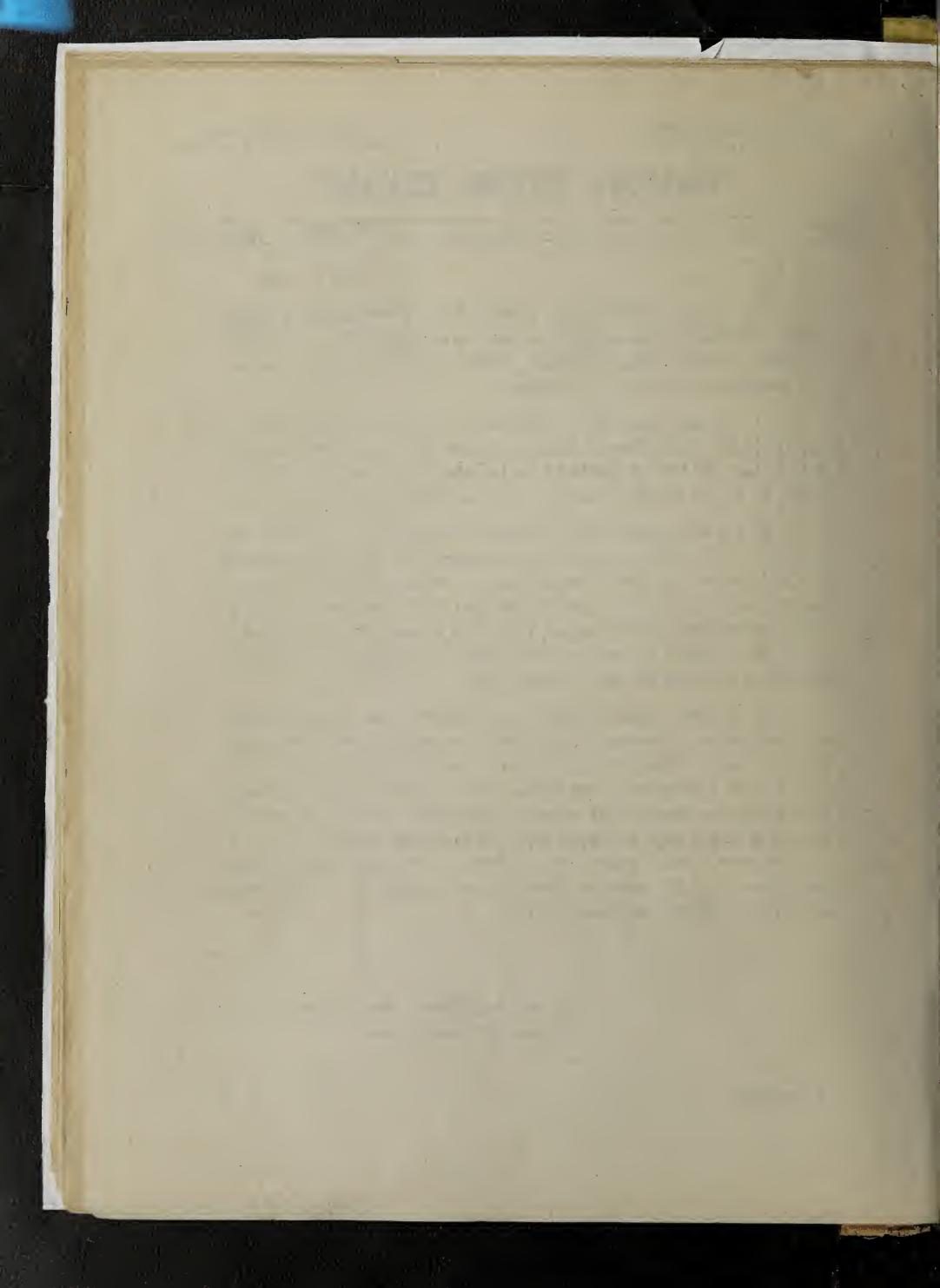
The average speed of all vehicles is 47.4 miles per hour, or 0.2 miles per hour slower than that reported for the 1949 studies. The average speed of passenger cars remains at exactly the same level as in the previous period, data for which appear in table 2.

Truck and bus speeds have dropped slightly from those reported for 1949. The 1950 truck and bus averages are 42.8 miles per hour and 48.5 miles per hour, respectively. This average bus speed is about 2 miles per hour lower than that for the prewar period. Forty-six percent of the busses, forty-two percent of the passenger cars, and sixteen percent of the trucks were operated at speeds exceeding 50 miles per hour during 1950.

The regional summaries show that speeds in the eastern States are continuing to average below those recorded in the central and western States. Twenty-two percent of all vehicles observed in the eastern region were traveling faster than 50 miles per hour. In the region composed of central and western States, 45 percent of all vehicles were operated above 50 miles per hour.

Figures 1 and 2 depict the trends in average speeds and in the percentages of vehicles exceeding various speeds, separated by geographic regions and vehicle types.

> H. S. FAIRBANK, Deputy Commissioner Bureau of Public Roads



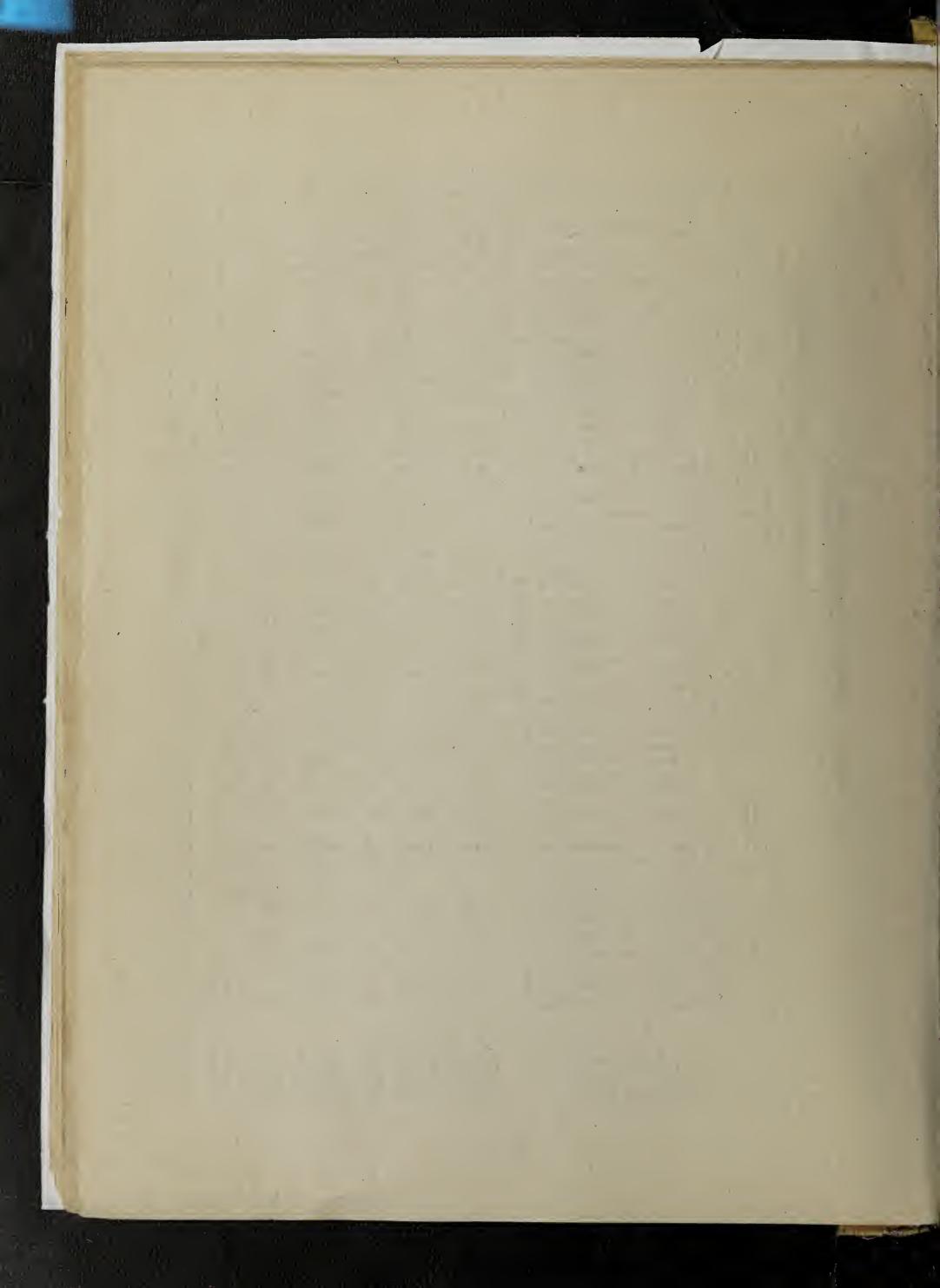
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Table 1.--Average speeds and percentages of vehicles traveling in excess of various speeds for the period from January 1950 to December 1950

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		9	P.C.		000	α	7 5 7 5	3		77 178 138	18 8 7	15	55533 55533	82	拉		10	
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			All		8 72	7	5 14 18	6		77 77 78	28887	98	£%23.5	8 1	25		19	
			Bus		다음큐	19	10 43 24	28		79	325	57	757	9	62		917	
		m.p.h.	Tk.		788	6	8 18 14	11		2 19 16	29 10 13	16	28 28 28 28	21	18		16	
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	Sp	m.p.h.	Tk.	Percentage	18 29 20	27	20 70 70 70 70 70 70 70 70 70 70 70 70 70	&		. धयुष	82488	39	38826	35	टग		38	
		45 m	P.C.		67 67 87	ß	7583 10867 10867	177	GIONS	75.85	52 65 65	73	36838	72	72		199	
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EASTERN REGIONS			Bus		88 45 65 65	58	2357	65	D WEST	87	001 89	11	1002	8	88	L STATES	77	
EAS		b • h •	Tk.		22.23	57	589	57	RAL AND	822	27 68 64 68	59	36478	£43	19	ALL	63	
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		35 ⊞•	P.C.		388	16	8488	88		93	2242	8	88838	88	95		93	
			A11		888	88	88 91 82	87		288	8588	88	28828	88	93		91	
ľ			Bus		45.7	9•07	37.1 46.8 50.8 42.0	43.9		51.0 52.8	51.0- 46.3	6•67	58778 4.04.0	7.13	52.2		48.5	
		s peeds	Tk.	per hour	41.0 41.0 38.8	0.04	39.8 153.8 144.0	2•11		36.8 153.6 14.5	46.1 42.6 43.6 41.7	41.6	11294 11294	45.3	43.7		42.8	
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			A11		44.8 43.7 40.8	6.54	41.4 46.7 47.6 47.0 43.0	43.9		16.2 1.8.2 1.9.6	50°2 149°6 148°5 146°6	47.8	47.7 50.2 53.0 52.5	50.2	17.677		70-27	
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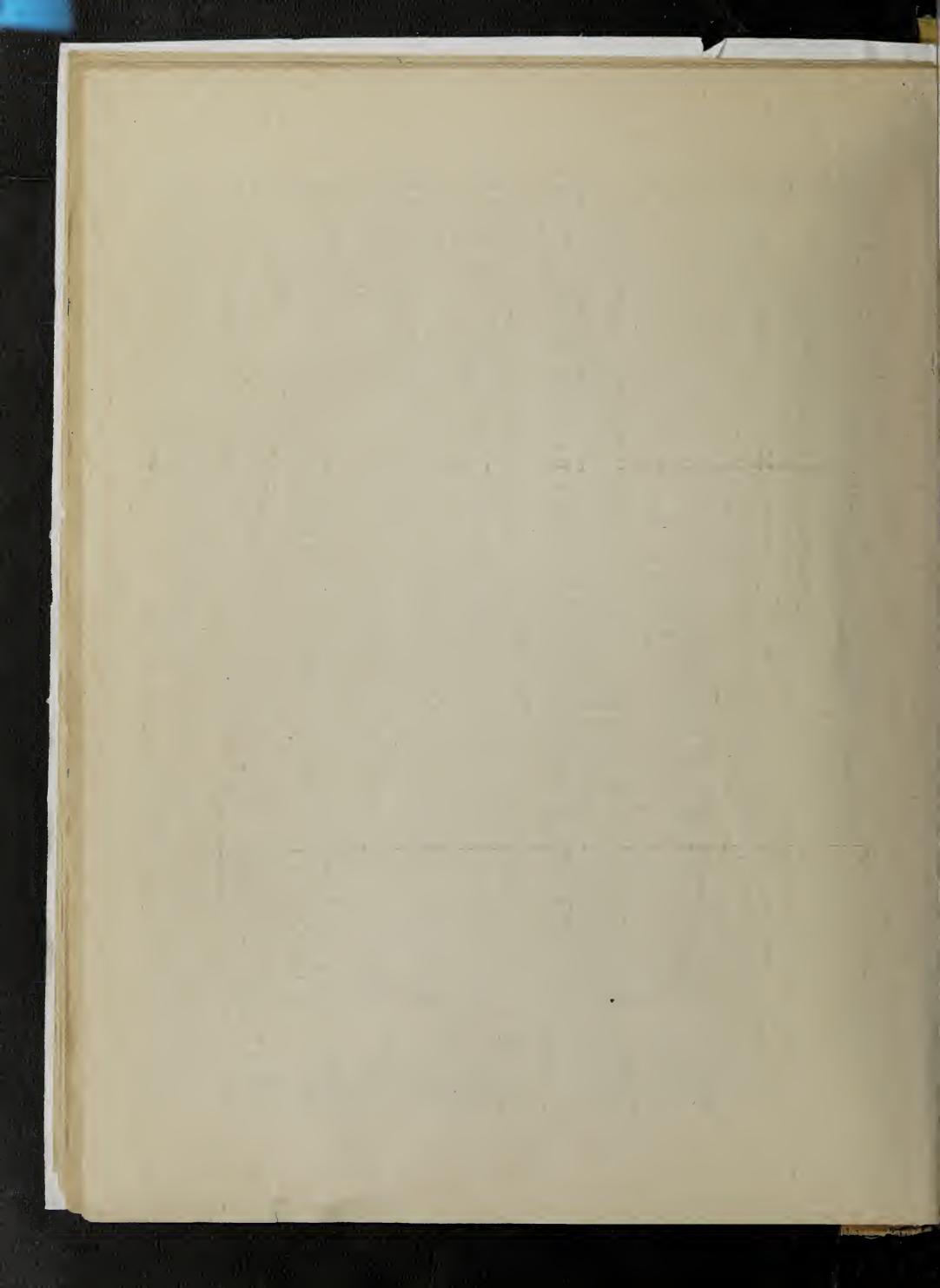
1/ Study includes period from September 28, 1949 to September 15, 1950

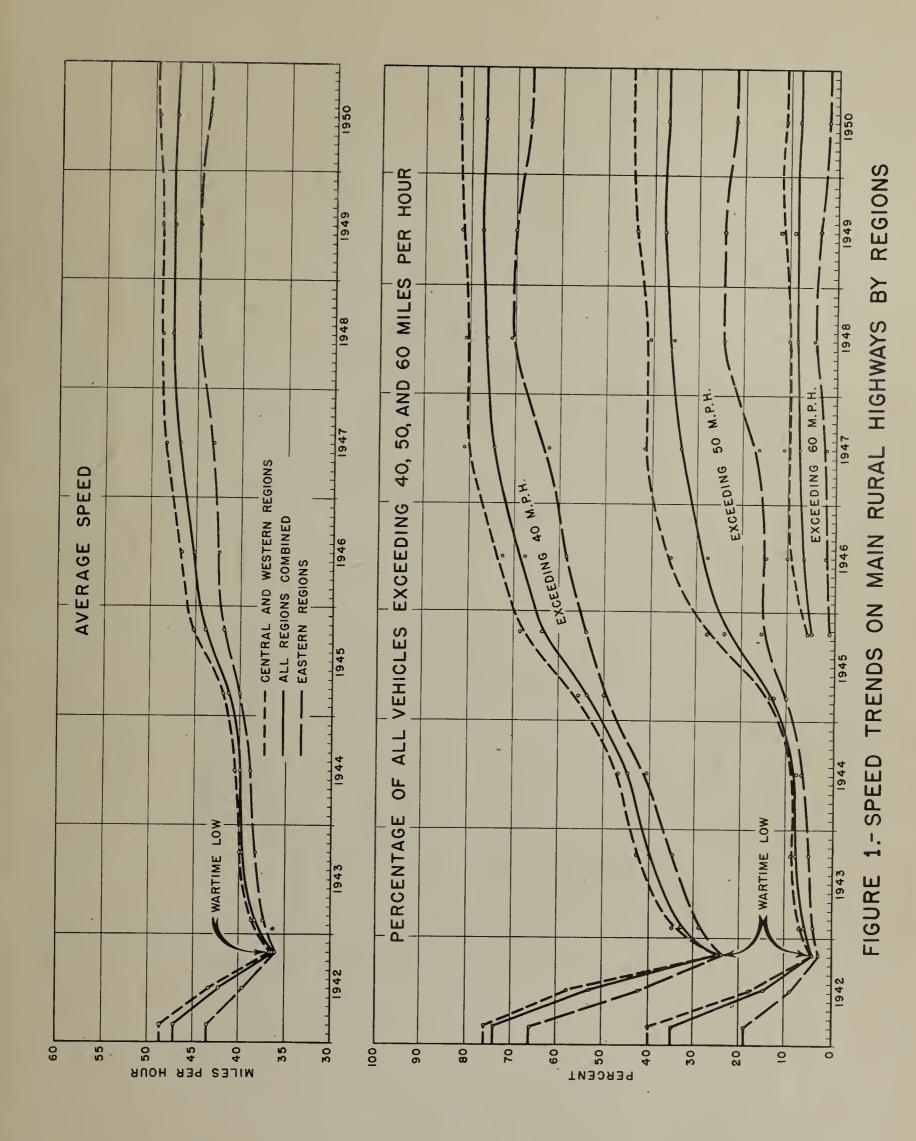


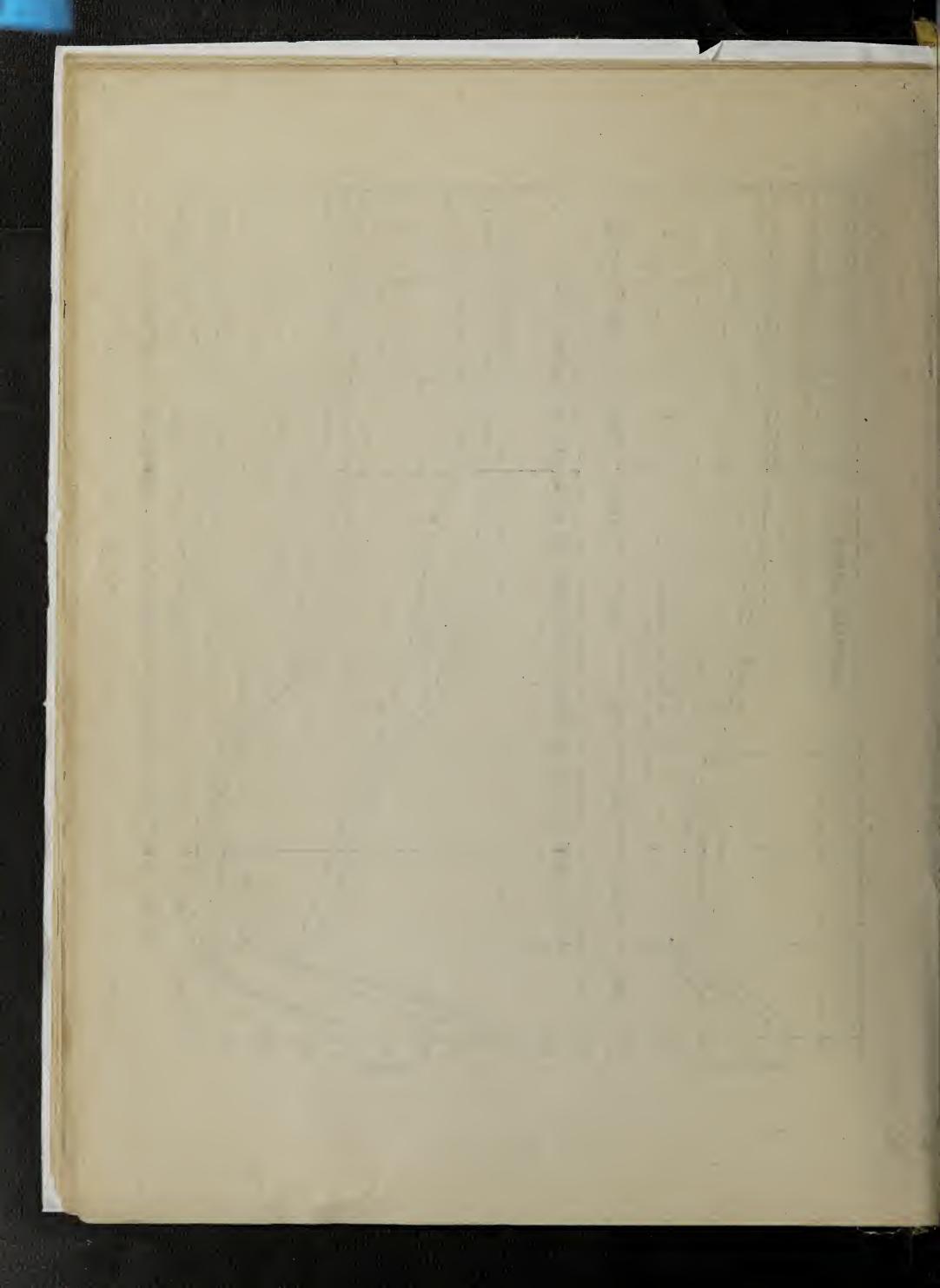
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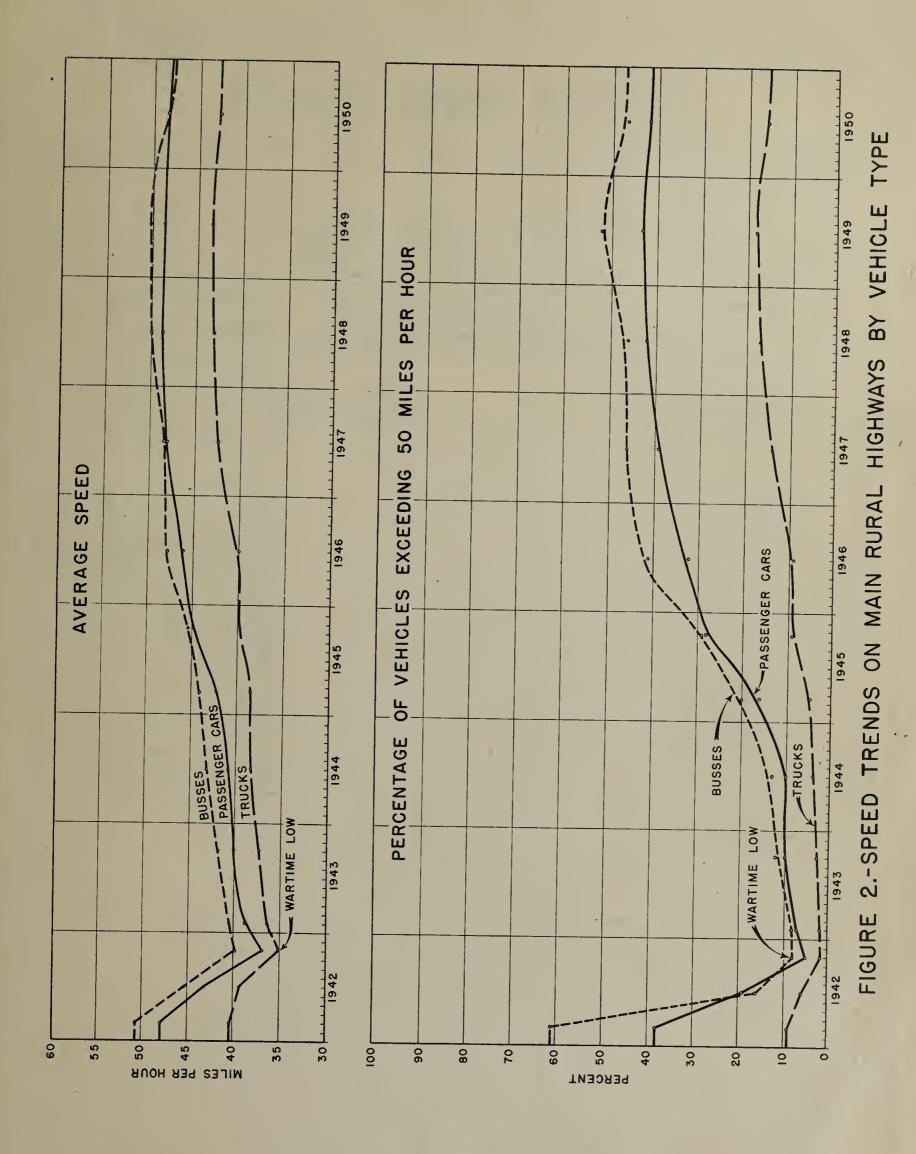
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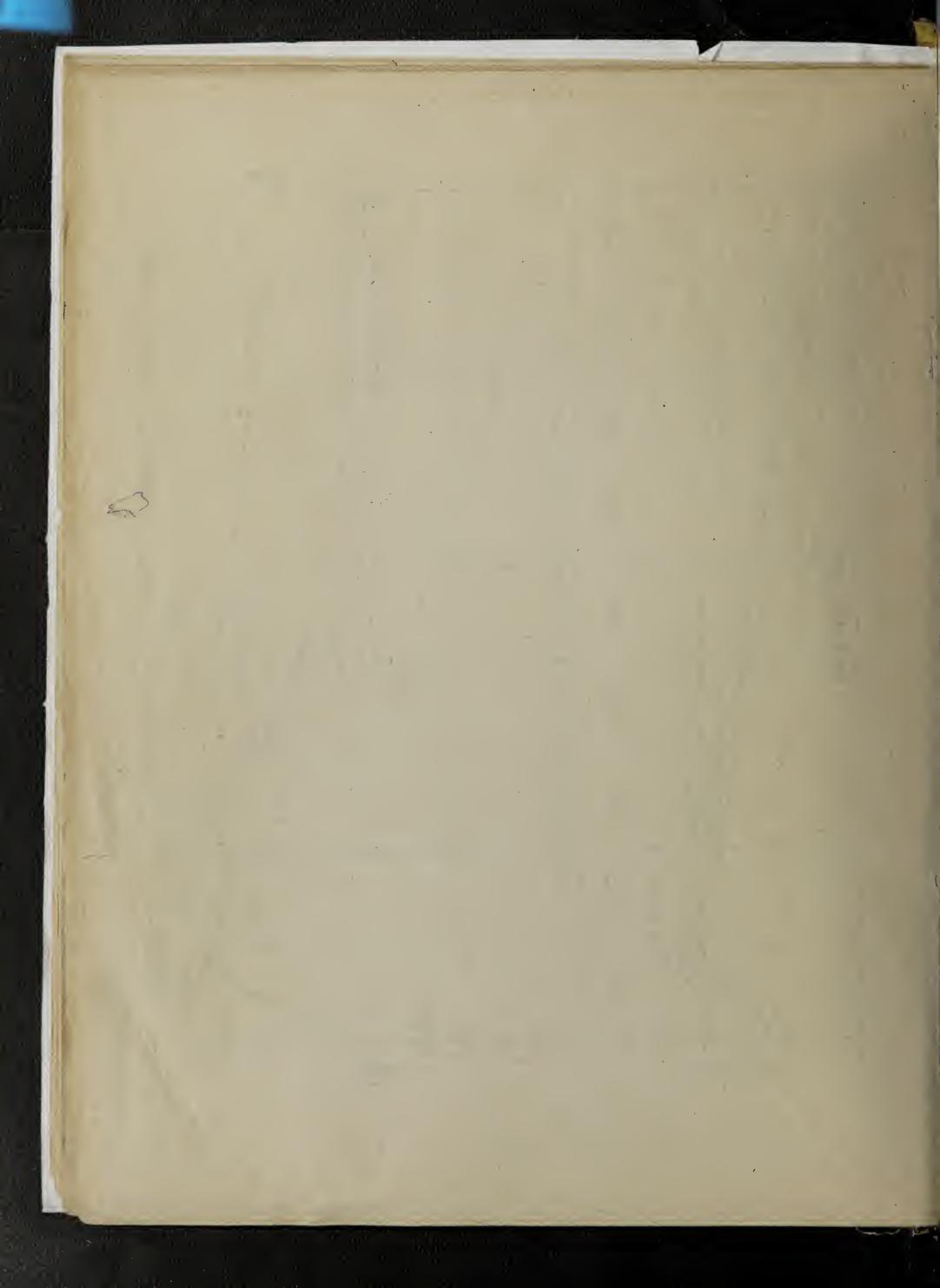
1/ Study includes period from September 22, 1948, to September 28, 1949.
2/ "Passenger car speeds" represents spring study, while "speeds of all vehicles" is for fall study only.











614.862 Un3t 1952

U. S. DEPARTMENT OF COMMERCE Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS Thomas H. MacDonald, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1953

UNIVERSITY OF ALLASIA

Twenty-six
studies conducted
of these studies
are summarized in
which has been reperiod ending Deservated by region

The average hour, which is a record high. Six 1952 experienced continue to show age speed for ea 51.9 miles per ho

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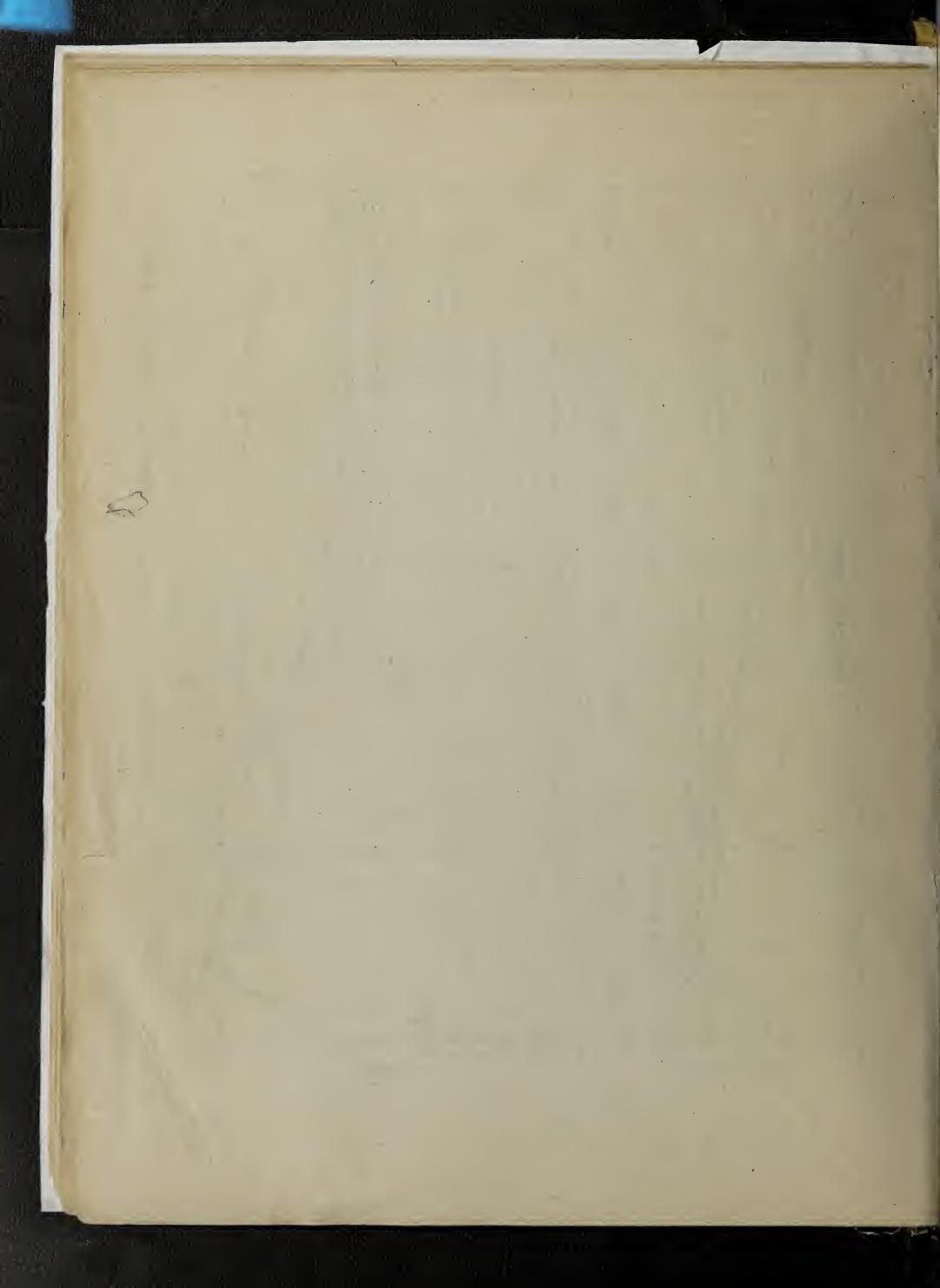
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U. S. DEPARTMENT OF CO. Sinclair Weeks, Secreta

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Washington, D. C.

EAU OF PUBLIC ROADS
H. MacDonald, Commissioner

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March 1953

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Twenty-six States have reported the results of 681 speed studies conducted during 1952 on main rural highways. The results of these studies, which include observations of 274,810 vehicles, are summarized in table 1, attached. Also attached is table 2 which has been revised to include additional data received for the period ending December 1951. Figures 1 and 2 show speed trends, separated by regions of the country and by vehicle type.

The average speed of all vehicles in 1952 was 49.5 miles per hour, which is an increase of 0.6 mile per hour over last year's record high. Sixteen of the 21 States reporting in both 1951 and 1952 experienced an increase. Passenger cars, trucks and busses continue to show an increase over the previous period. The average speed for each of the three vehicle types is 50.8, 44.8, and 51.9 miles per hour, respectively.

Fifty-two percent of the passenger cars exceeded 50 miles per hour and 15 percent were traveling over 60 miles per hour. Twenty-two percent of the trucks and 60 percent of the busses were observed exceeding 50 miles per hour.

Attachments

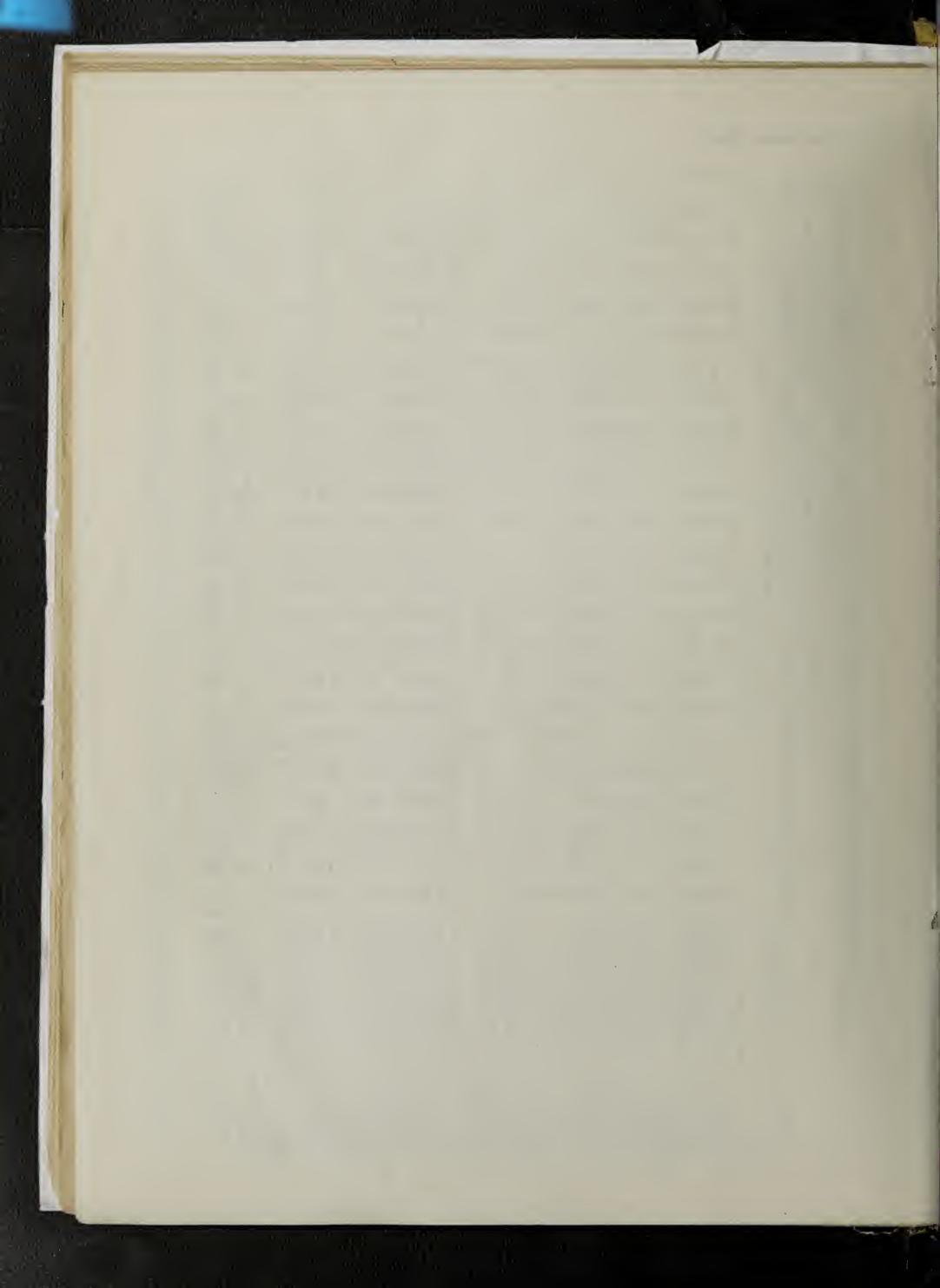
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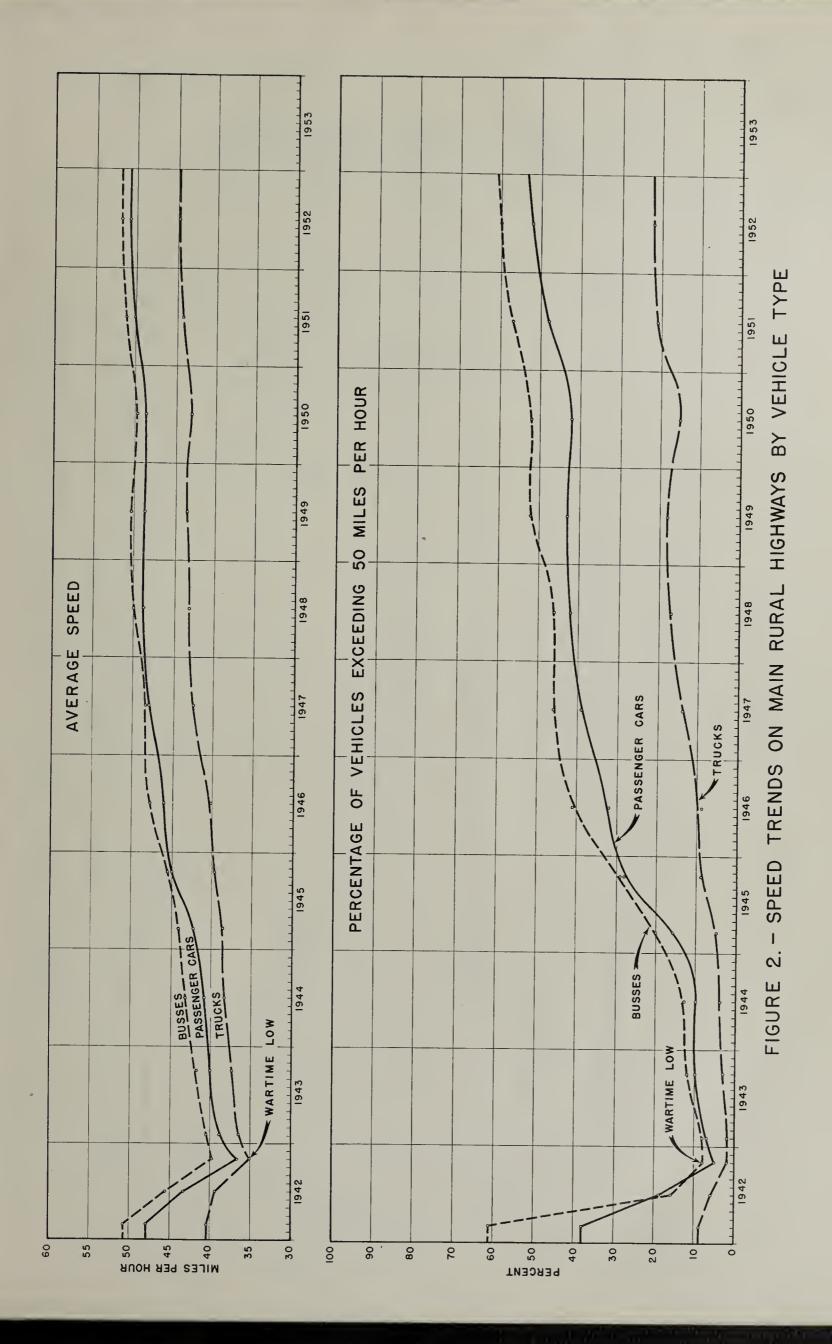
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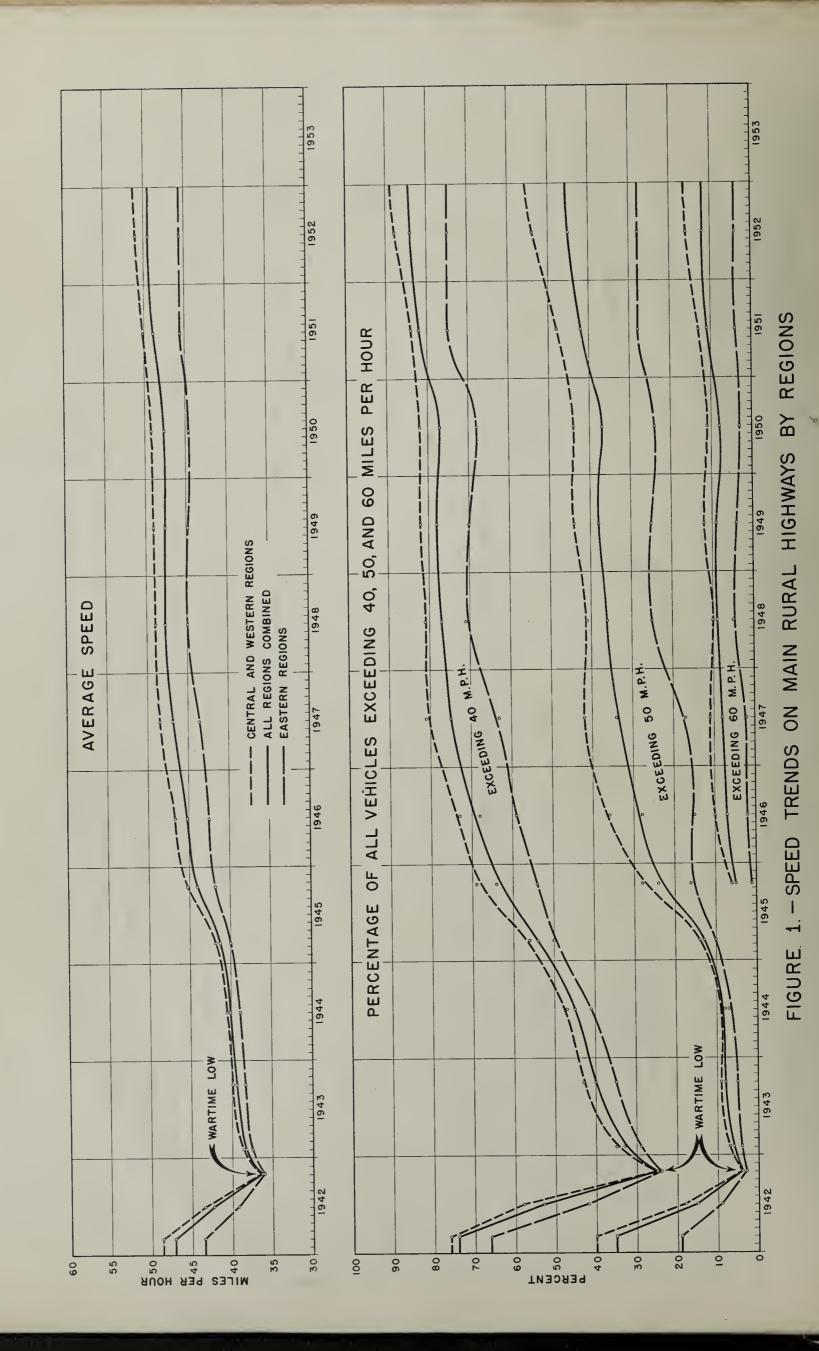
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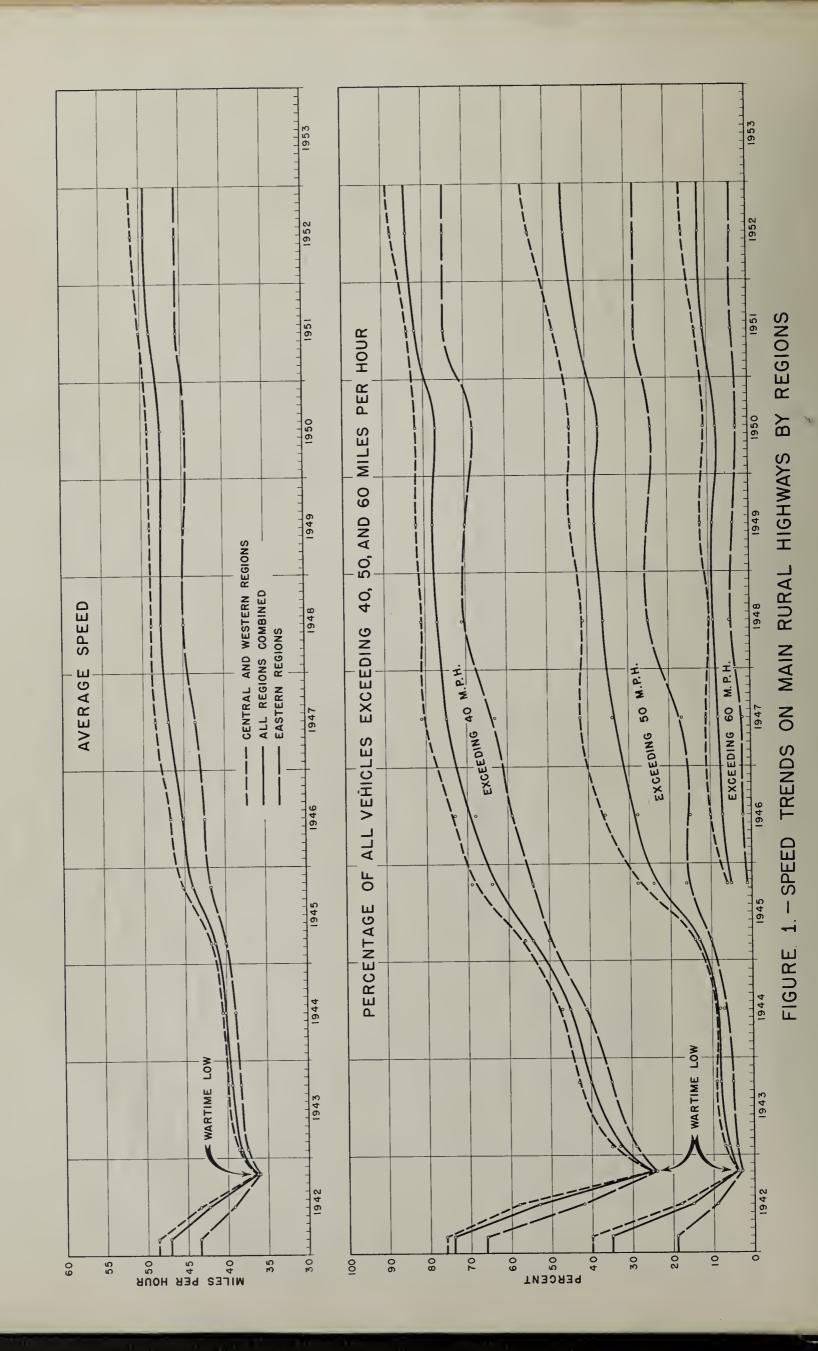






TRAFFIC SPEED TRENDS

THE LIERARY OF THE Washington, D. C. March 1954 APR 1,3 1954 The person charging this material is re-UNIVERSITY OF ILLINOIS sponsible for its return to the library from which it was withdrawn on or before the e results of 557 speed Latest Date stamped below. studies Theft, mutilation, and underlining of books highways. The results are reasons for disciplinary action and may of these result in dismissal from the University. s of 241,089 vehicles, UNIVERSITY OF ILLINOIS LIBRARY AT URBANA-CHAMPAIGN are summ attached is table 2 which ha data received for the period e 2 show speed trends, separate ehicle type. The 953 was 49.7 miles per hour, a 1 hour above 1952. The average s and busses were 51.1, 44.9 and sses showed the greatest chang elow their 1952 speed. Fift ars exceeded 50 miles per hour ver 60 miles hour. Twenty-fo percent of the busses were exce Attachment L161 - O-1096



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S. DEPAL Sinclair

Washington, D. C

BUREAU OF PUBLIC ROADS
F. V. du Pont, Commissioner

TRENDS

THE LIERARY OF THE

March 1954

APR 1,3 1954

UNIVERSITY OF ILLINOIS

Twenty-six States have reported the results of 557 speed studies conducted during 1953 on main rural highways. The results of these studies, which include observations of 241,089 vehicles, are summarized in table 1, attached. Also attached is table 2 which has been revised to include additional data received for the period ending December 1952. Figures 1 and 2 show speed trends, separated by regions of the country and by vehicle type.

The average speed of all vehicles in 1953 was 49.7 miles per hour, a record high, but only 0.2 mile per hour above 1952. The average speeds for passenger cars, trucks and busses were 51.1, 44.9 and 51.5 miles per hour respectively. Busses showed the greatest change with a drop of 0.6 mile per hour below their 1952 speed.

Fifty-three percent of the passenger cars exceeded 50 miles per hour and 16 percent were traveling over 60 miles hour. Twenty-four percent of the trucks and 59 percent of the busses were exceeding 50 miles per hour

Attachments

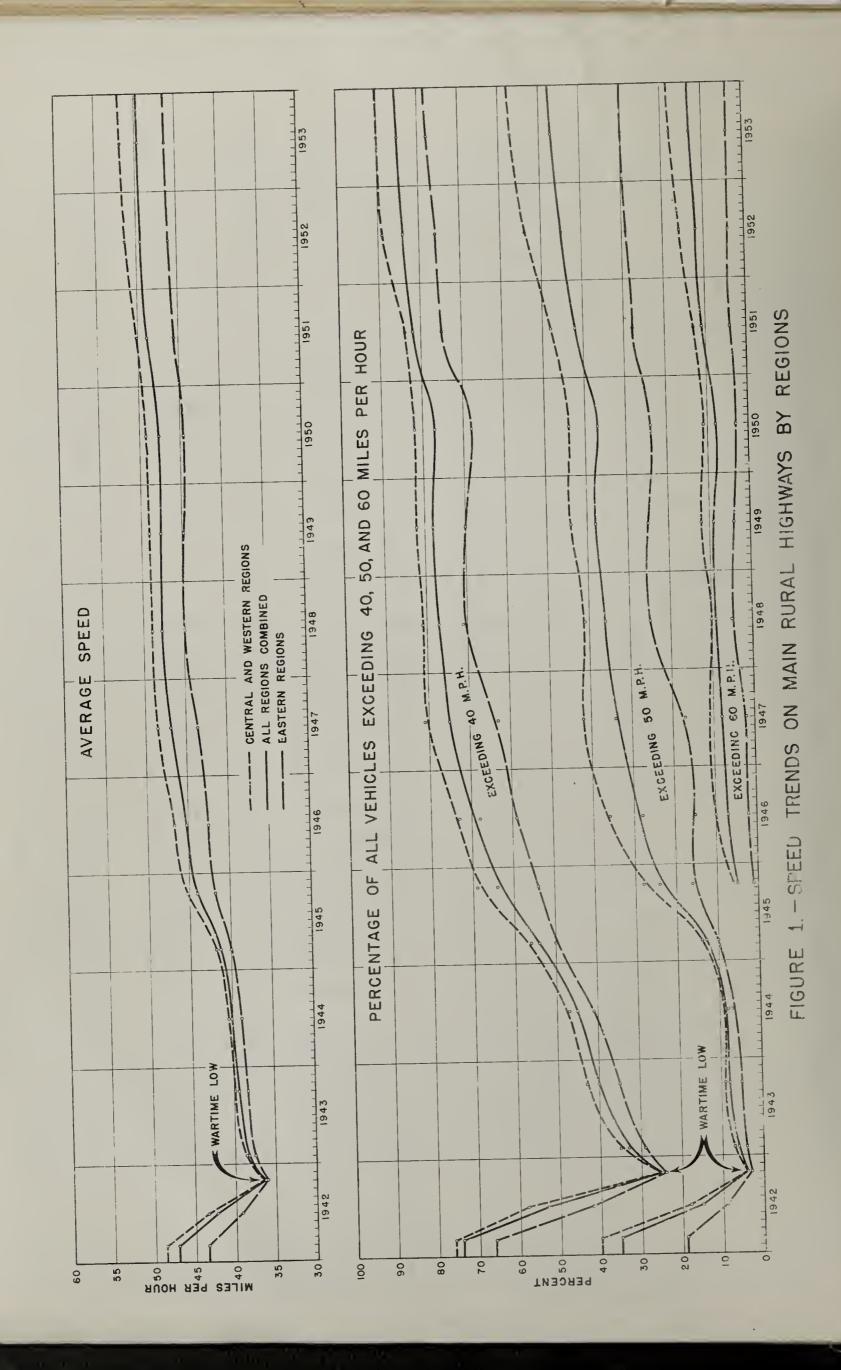
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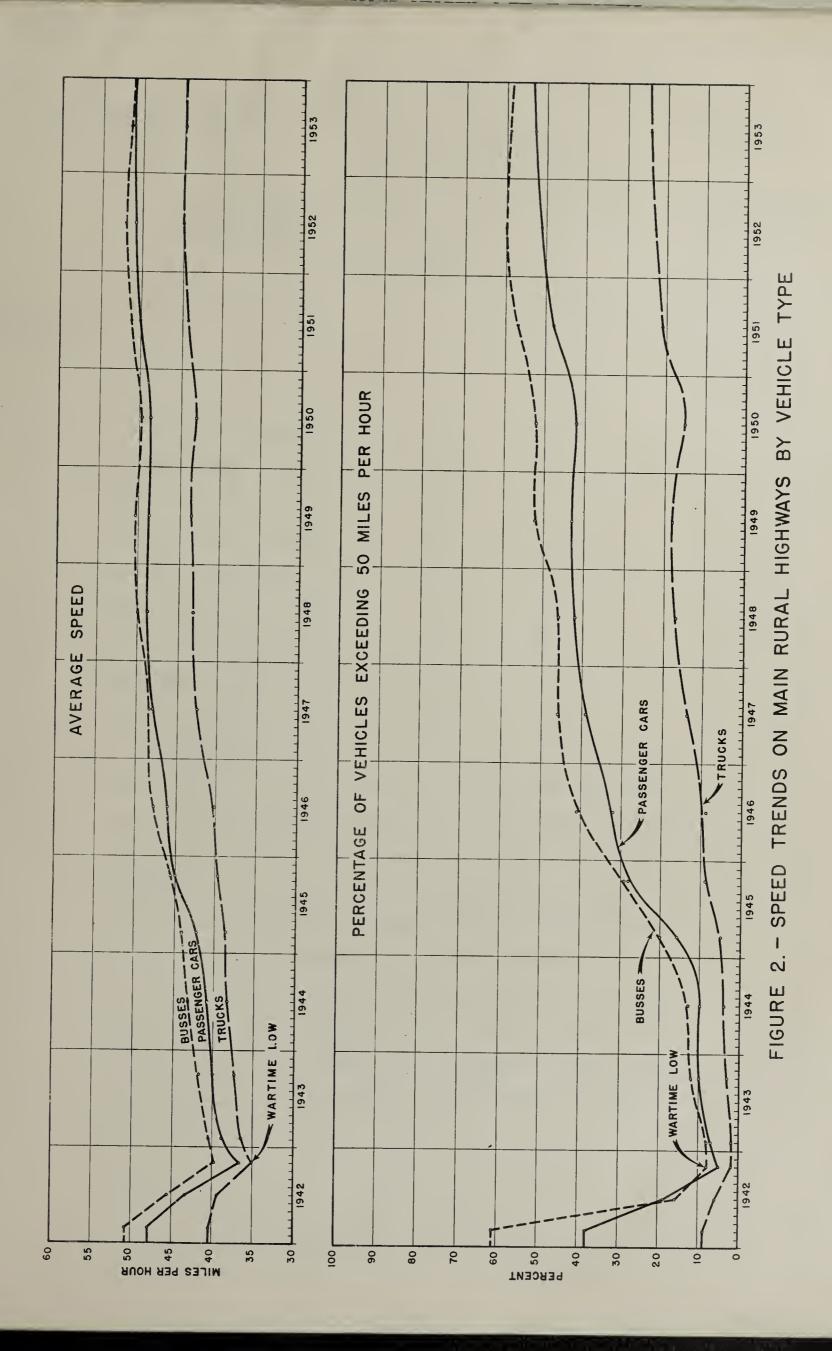
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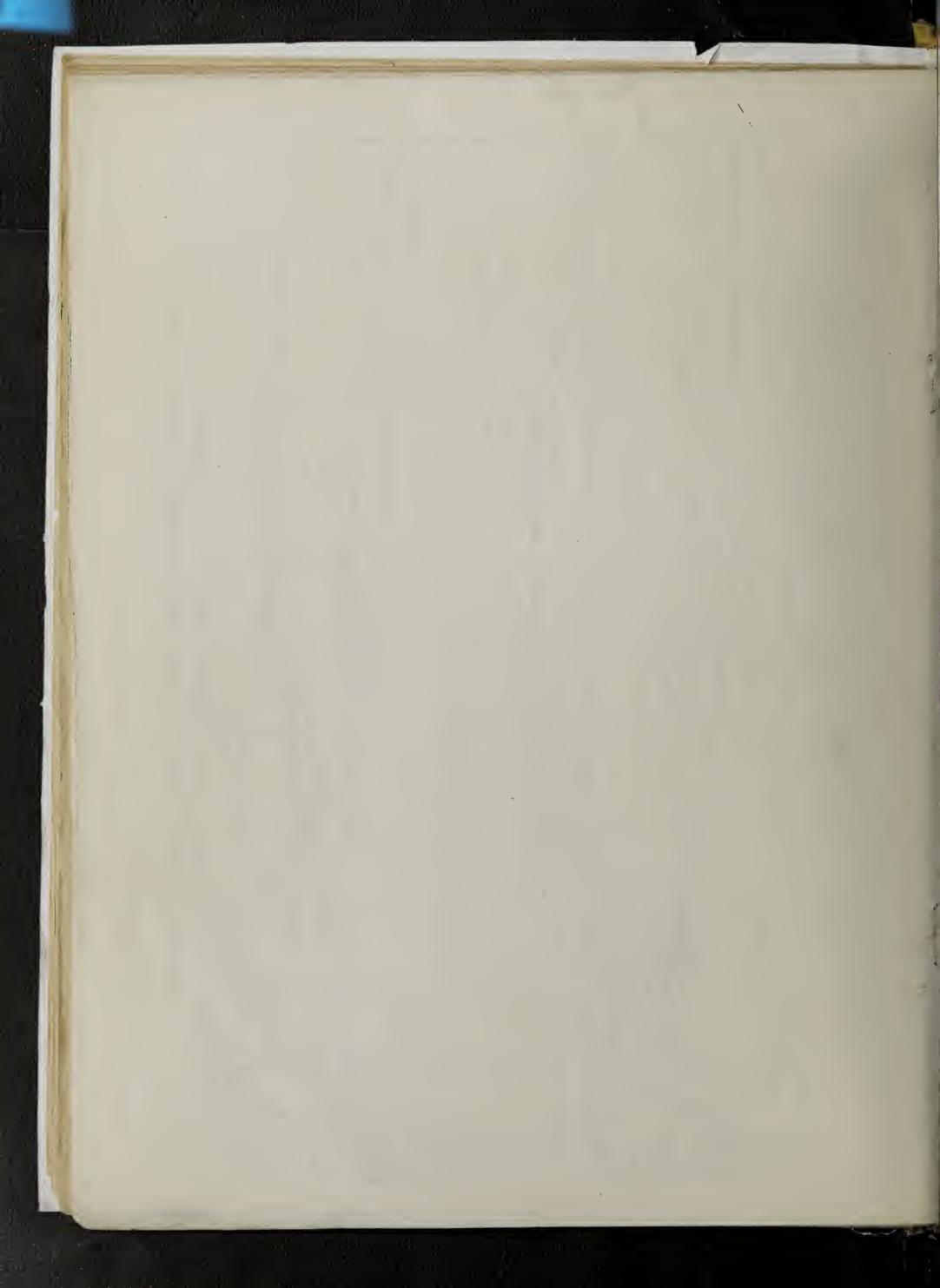
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U. S. DEPARTMENT OF COMMERCE Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS Charles D. Curtiss, Commissioner

TRAFFIC SPEED TRENDS

UNIVERSITY OF ILLINOIS

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THE LIBRARY OF THE

Washington, D. C.

March 1955

Twenty-six States have reported the results of 599 speed studies conducted during 1954 on main rural high-ways. The results of these studies, which include observations of 235,934 vehicles, are summarized in table 1, attached. Also attached is table 2 which has been revised to include additional data received for the period ending December 31, 1953. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 49.7 miles per hour for all vehicles is 0.1 mile per hour below the 1953 average. The average speeds for passenger cars, trucks and buses are 51.1, 45.2 and 51.8 miles per hour, respectively. Passenger cars show a drop of 0.2 mile per hour while trucks show a gain of 0.1 mile per hour. The average speed of buses remained the same as in 1953.

Fifty-three percent of the passenger cars exceeded 50 miles per hour and 15 percent were traveling over 60 miles per hour. Twenty-three percent of the trucks and 61 percent of the buses were exceeding 50 miles per hour.

Attachments

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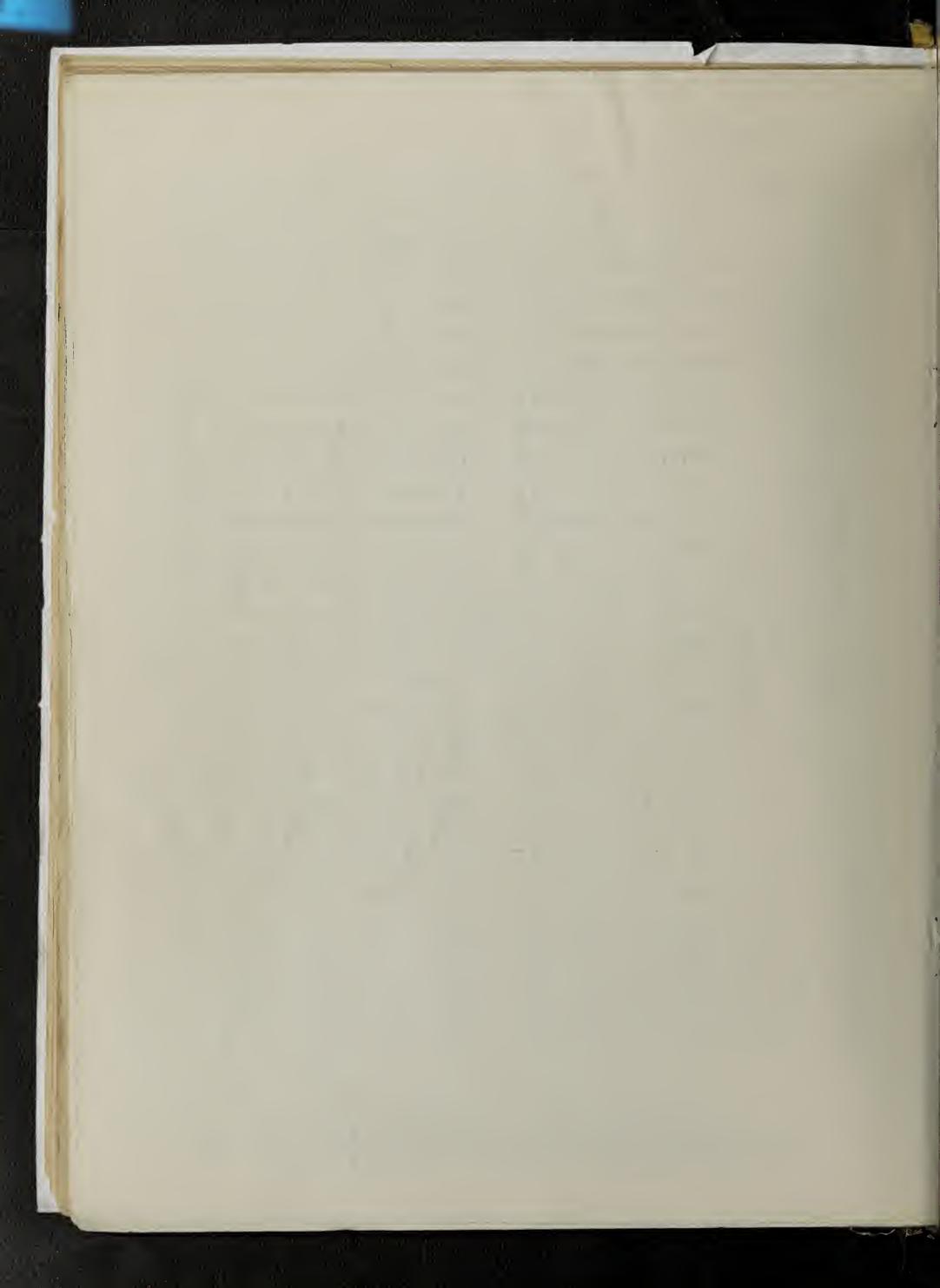
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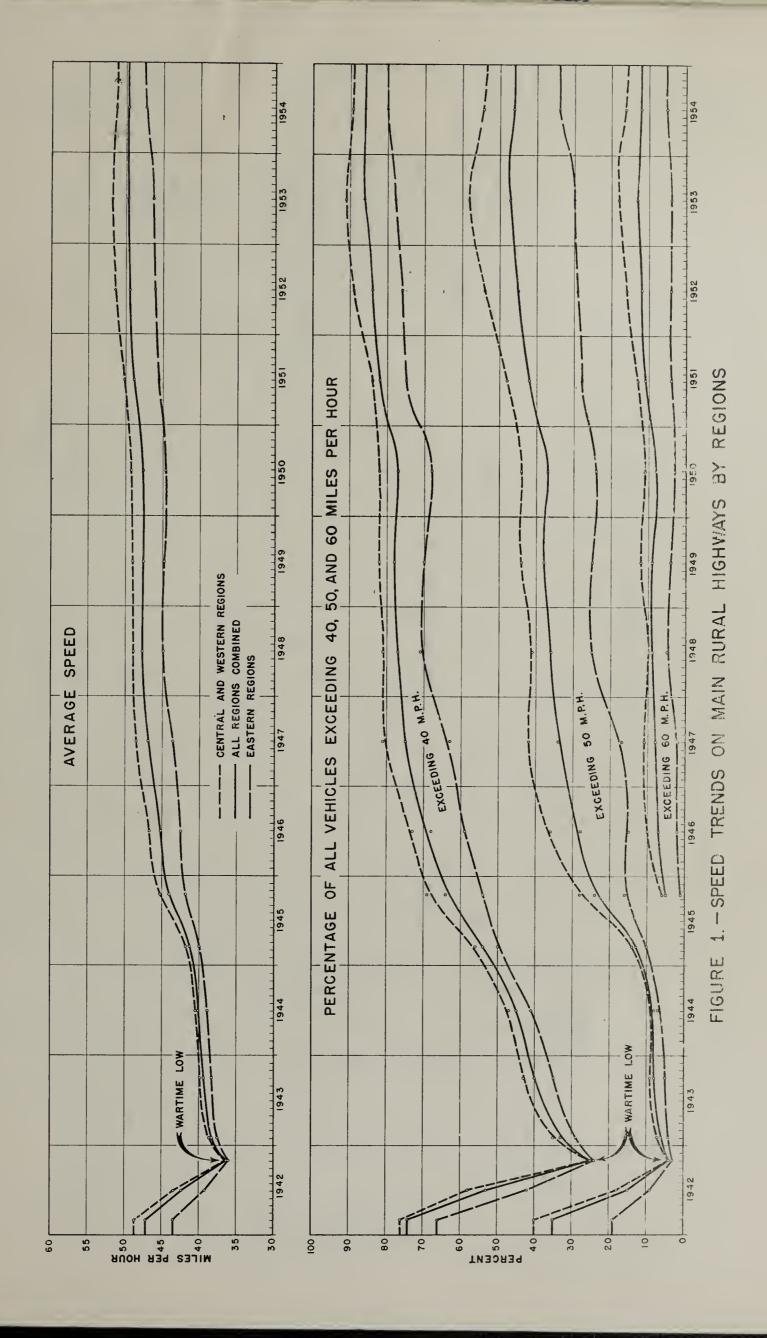
Table I. - AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1954 TO DECEMBER 1954

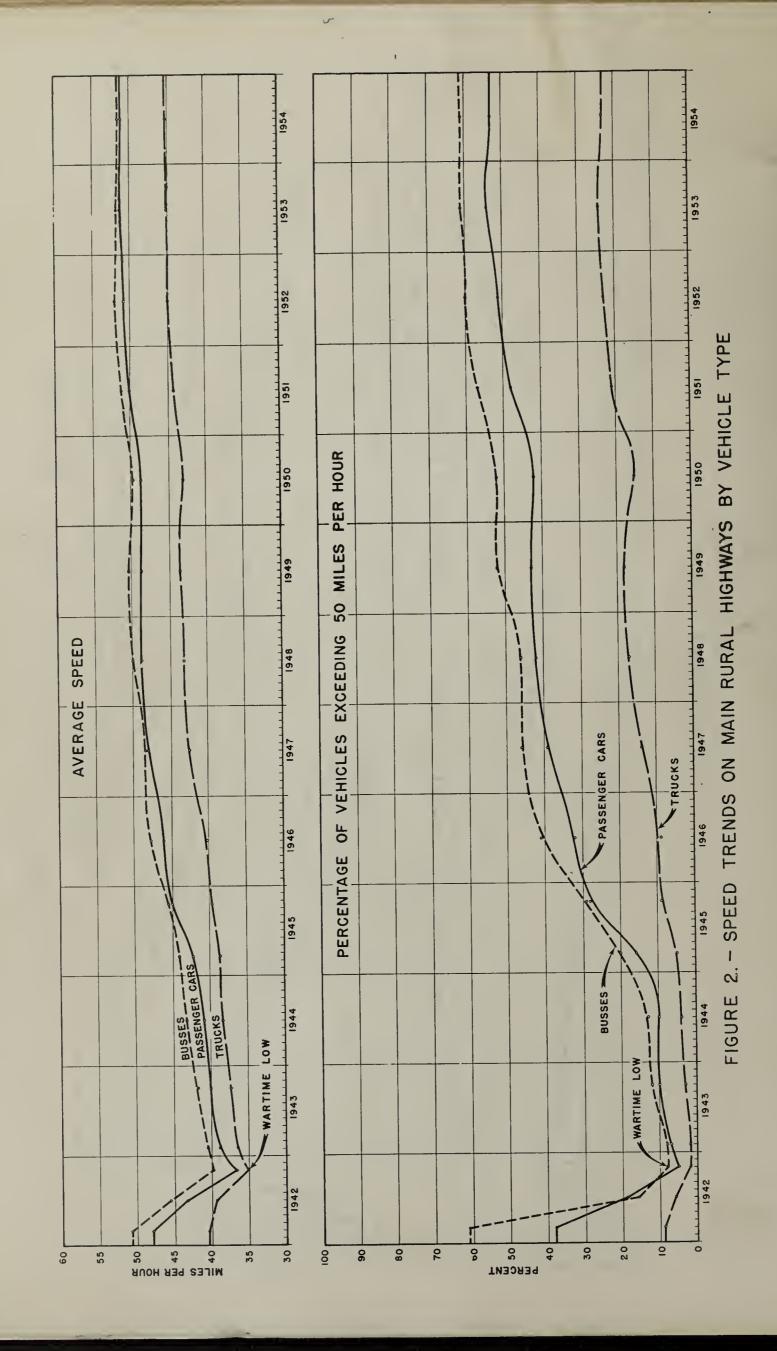
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U. S. DEPARTMENT OF COMMERCE Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS Charles D. Curtiss, Commissioner

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Washington, D. C

March 1956

Thirty-three studies conducted rural highways du when most drivers which include obs table 1, attached vised to include December 31, 195 regions of the c

The average 0.7 mile per ho The average spe 45.8 and 52.6 m increase in spe crease in speed and western Sti

1954 and 1955 experienced an

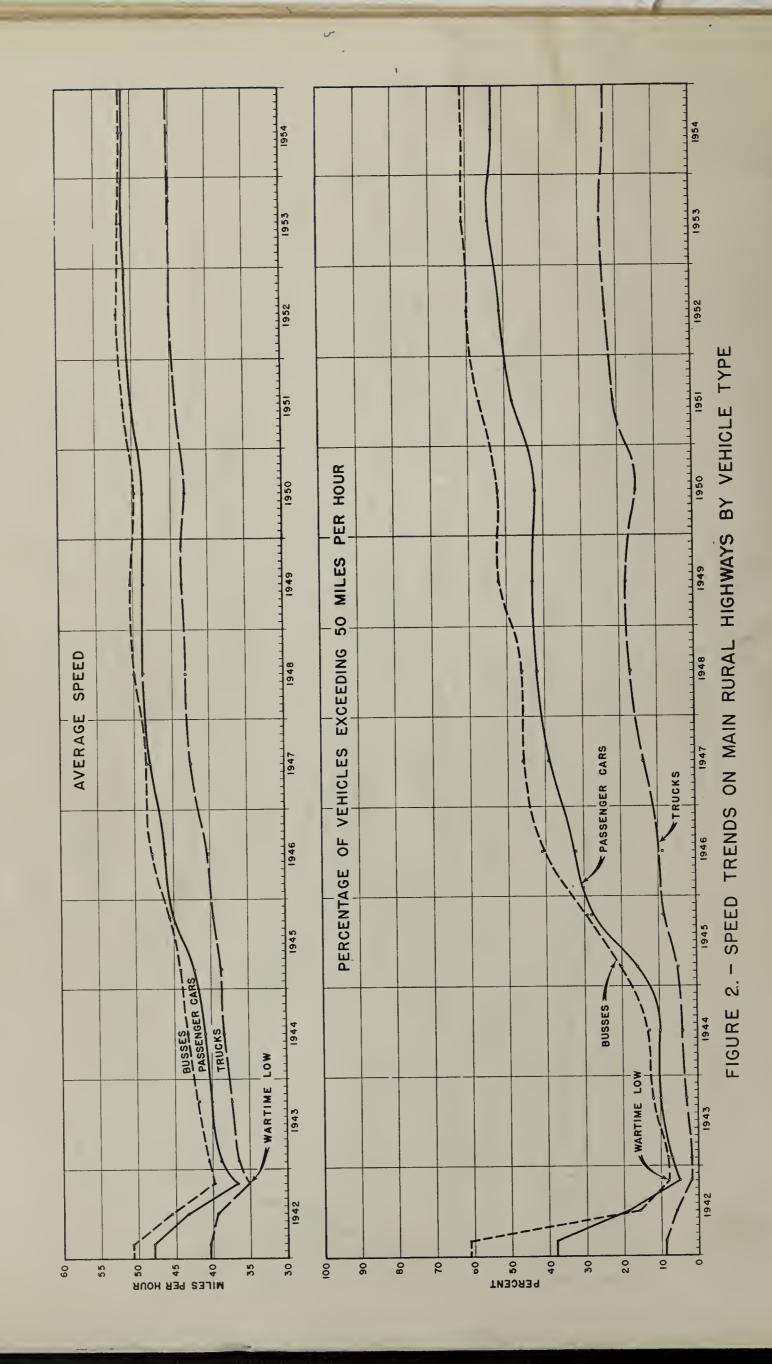
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ll vehicles is record high. uses are 52.1, epresents an greatest inding the central ting both in In the regions

L161-0-1096 which include the eastern States, all classes of vehicles show a slight decrease in speed.

Fifty-seven percent of the passenger cars exceed 50 miles per hour and 18 percent are traveling over 60 miles per hour. Twentyseven percent of the trucks and 63 percent of the buses are exceeding 50 miles per hour.

Attachments



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1955
U. S. DEPARTMENT OF COMMENT
Sinclair Weeks, Secretary

OF PUBLIC ROADS Curtiss, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1956

Thirty-three States have reported the results of 690 speed studies conducted during 1955 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 397,309 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1954. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 50.7 miles per hour for all vehicles is 0.7 mile per hour above the 1954 average, and is a record high. The average speeds for passenger cars, trucks and buses are 52.1, 45.8 and 52.6 miles per hour, respectively. This represents an increase in speed for all classes of vehicles. The greatest increase in speeds was recorded in the regions including the central and western States where 16 of the 17 States reporting both in 1954 and 1955 experienced an increase in speeds. In the regions which include the eastern States, all classes of vehicles show a slight decrease in speed.

Fifty-seven percent of the passenger cars exceed 50 miles per hour and 18 percent are traveling over 60 miles per hour. Twenty-seven percent of the trucks and 63 percent of the buses are exceeding 50 miles per hour.

Attachments

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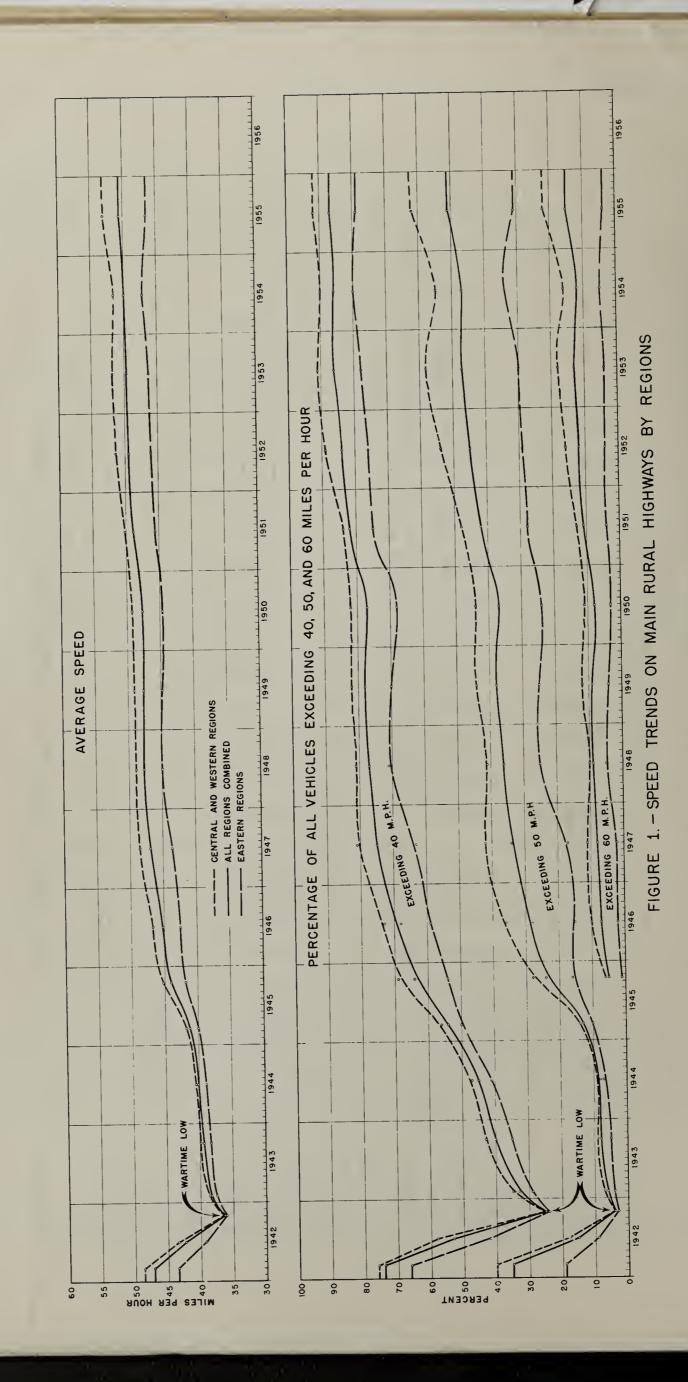
	Table I.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN	- AVE	(AGE SP	EEUS A	ND PEK	ENIAGE	5	בווורב	IKAN	EL I NO	A EAVESS	5	AALIOOS	7	Speed e)	exceeded	ded ded	TANK TO LEG	132	2	VEVER DE N	000					11
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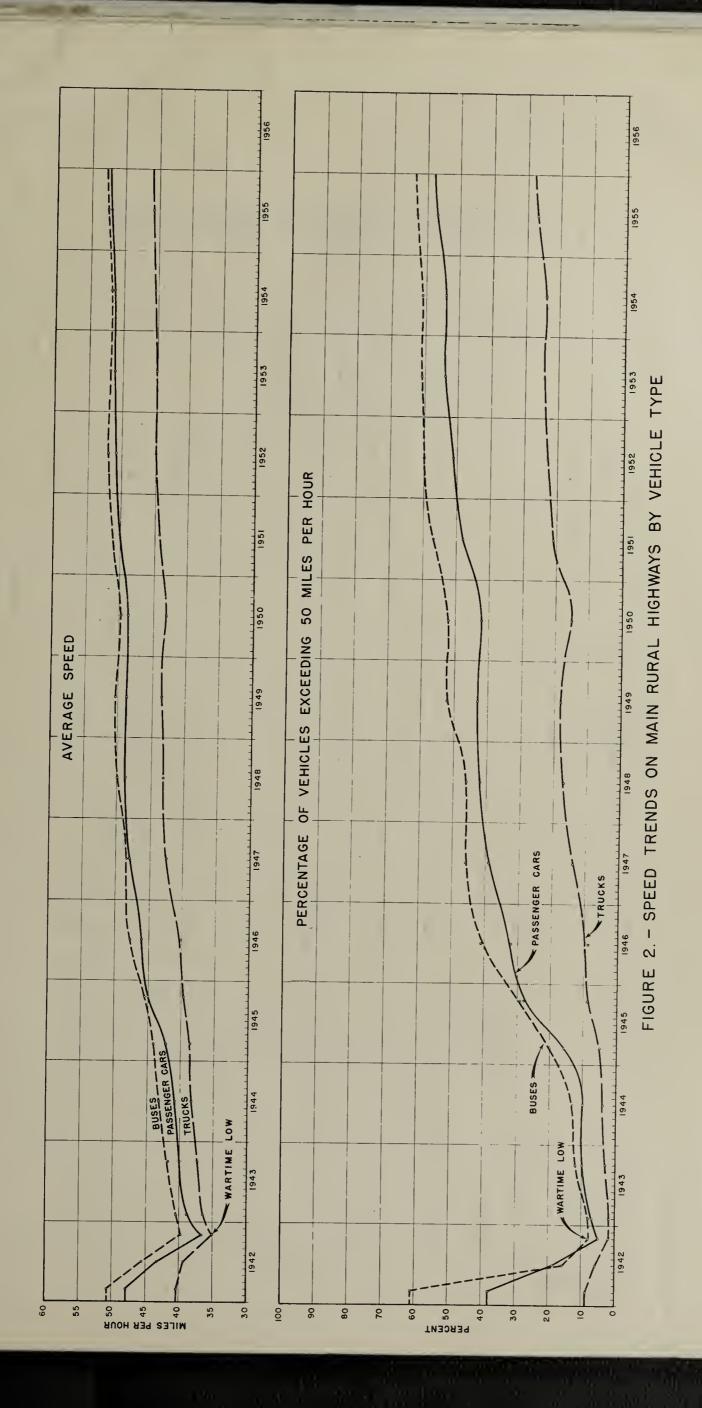
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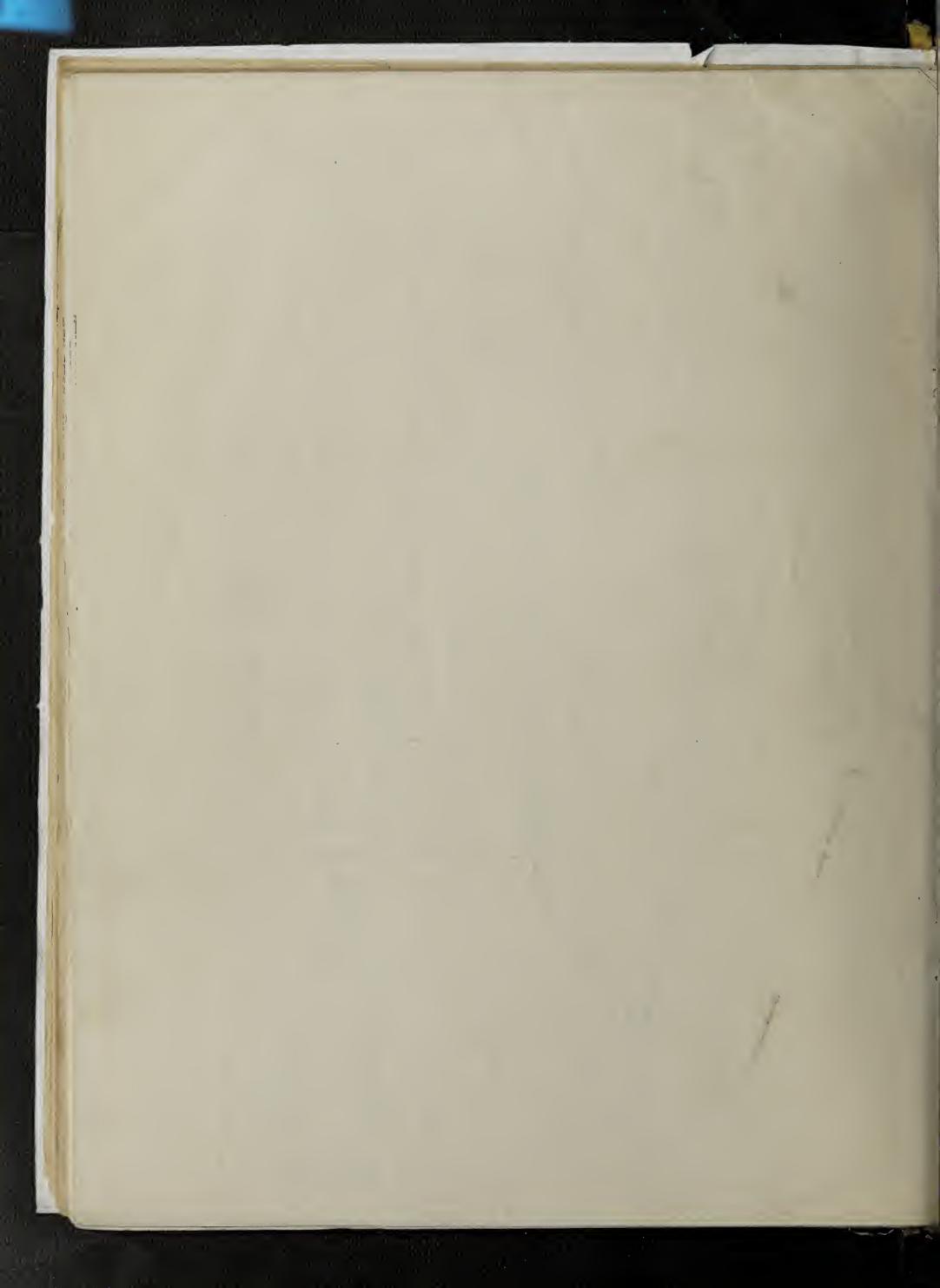
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S. DEPARTMENT OF COMMERCE Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS Charles D. Curtiss, Commissioner

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Thirty-three St studies conducted du rural highways durin when most drivers cap which include observ table 1, attached. vised to include add: December 31, 1954. 1 regions of the counti

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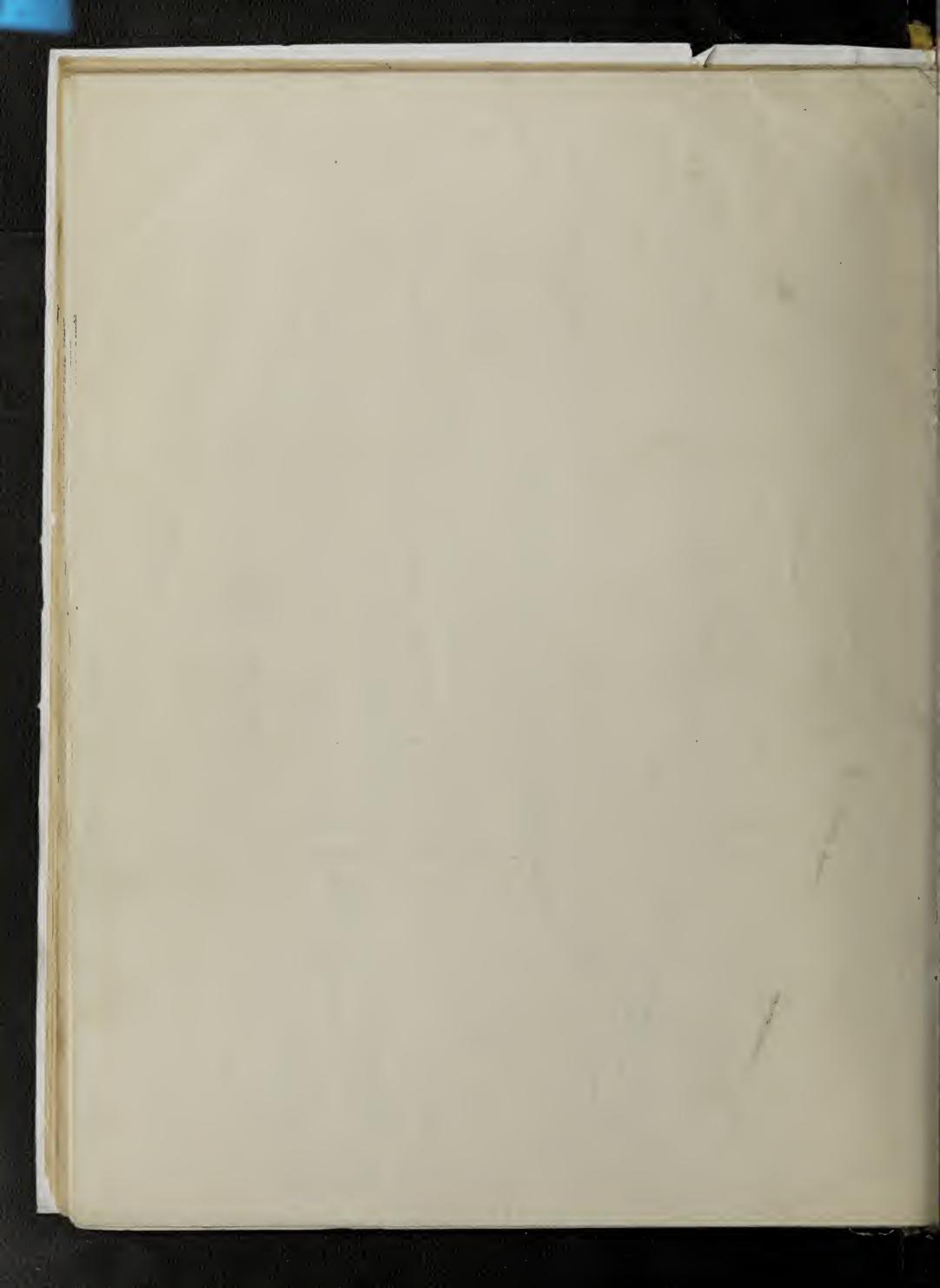
hour and 18 percent ale cruveling over ou miles per nour. Twentyseven percent of the trucks and 63 percent of the buses are exceeding 50 miles per hour.

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PUBLIC ROADS

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Washington, D. C

March 1956

Thirty-three States have reported the results of 690 speed studies conducted during 1955 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 397,309 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1954. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 50.7 miles per hour for all vehicles is 0.7 mile per hour above the 1954 average, and is a record high. The average speeds for passenger cars, trucks and buses are 52.1, 45.8 and 52.6 miles per hour, respectively. This represents an increase in speed for all classes of vehicles. The greatest increase in speeds was recorded in the regions including the central and western States where 16 of the 17 States reporting both in 1954 and 1955 experienced an increase in speeds. In the regions which include the eastern States, all classes of vehicles show a slight decrease in speed.

Fifty-seven percent of the passenger cars exceed 50 miles per hour and 18 percent are traveling over 60 miles per hour. Twenty-seven percent of the trucks and 63 percent of the buses are exceeding 50 miles per hour.

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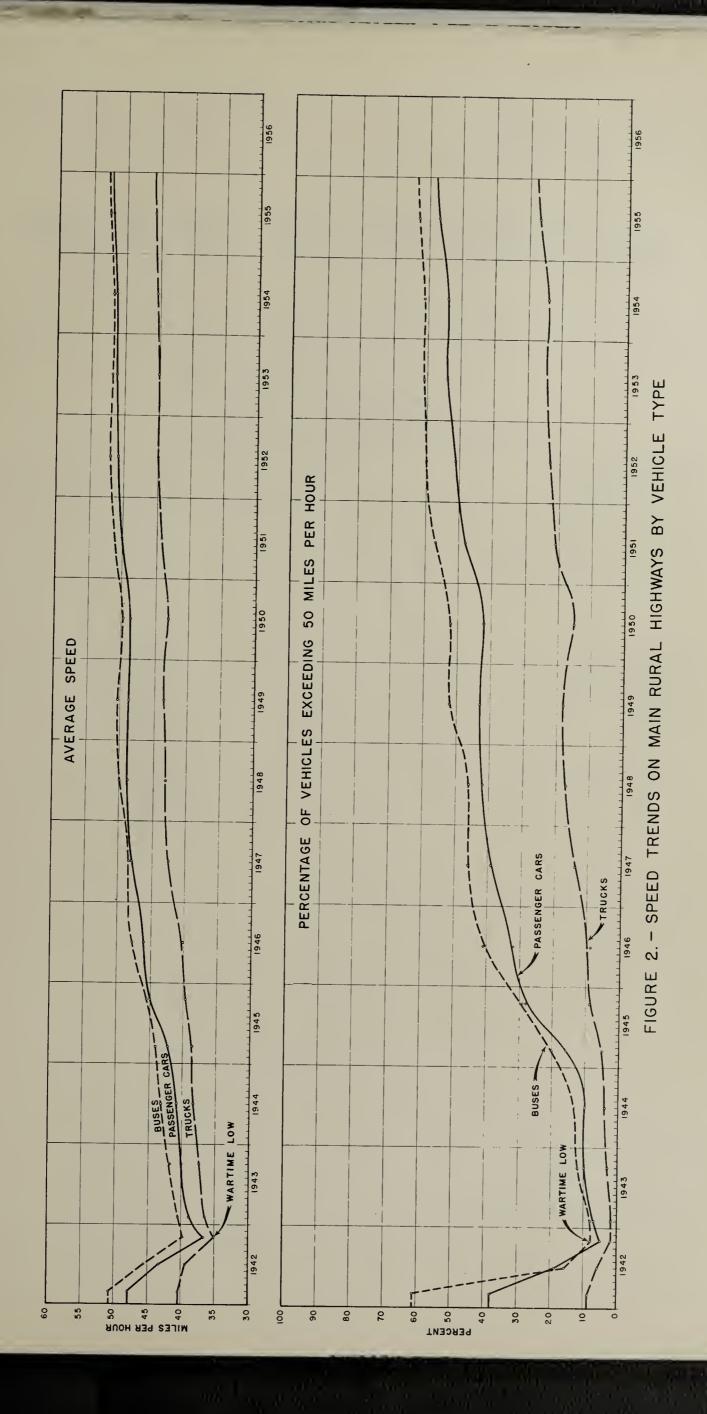
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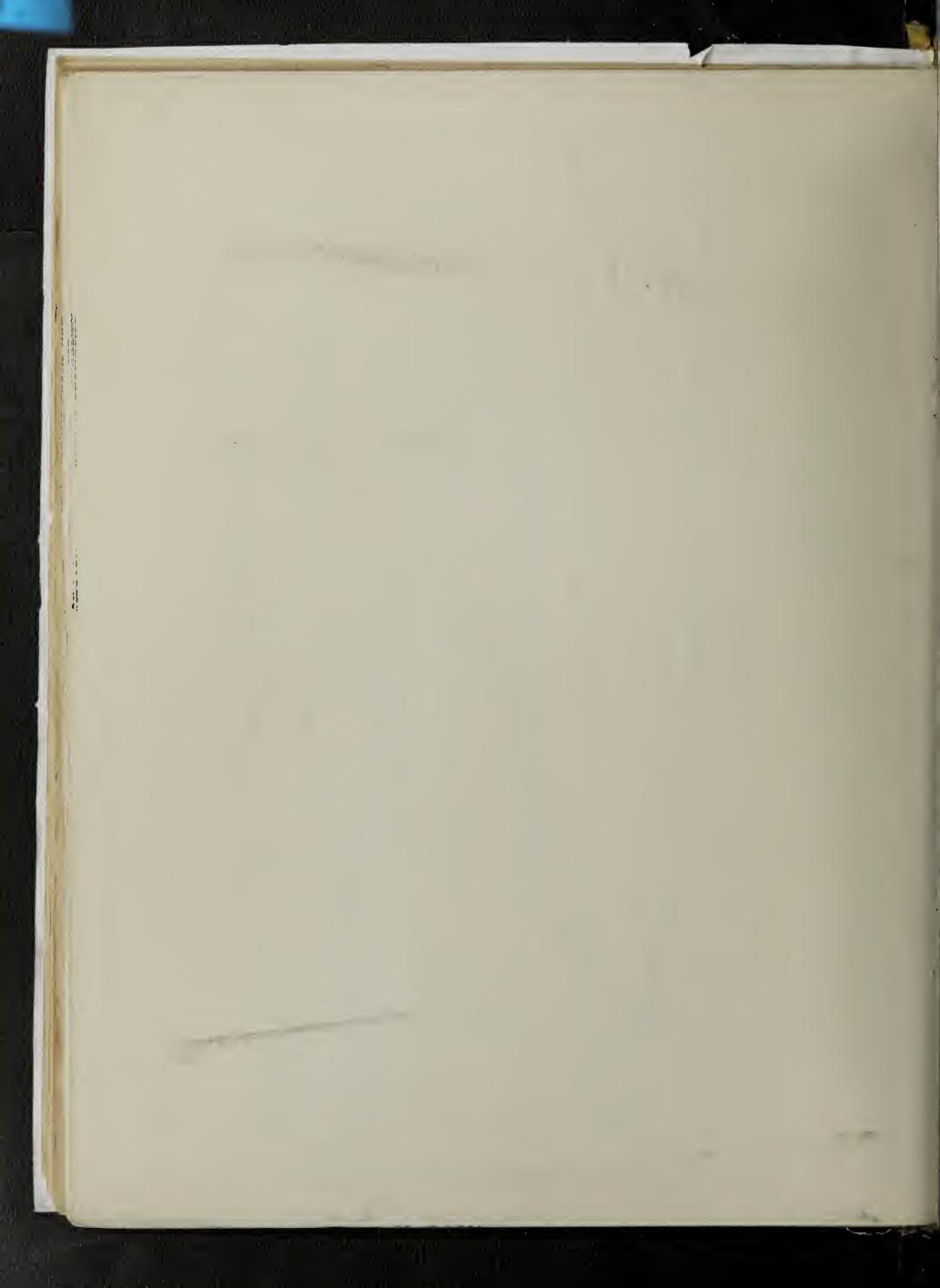
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VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1954 TO DECEMBER 1954	
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BUREAU OF PUBLIC ROADS
B. D. Tallamy, Administrator
Charles D. Curtiss, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

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The average specas the 1955 average, ger cars, trucks, and tively. This representatively speeds increased

Fifty-six percent c percent traveled over and 63 percent of the bu

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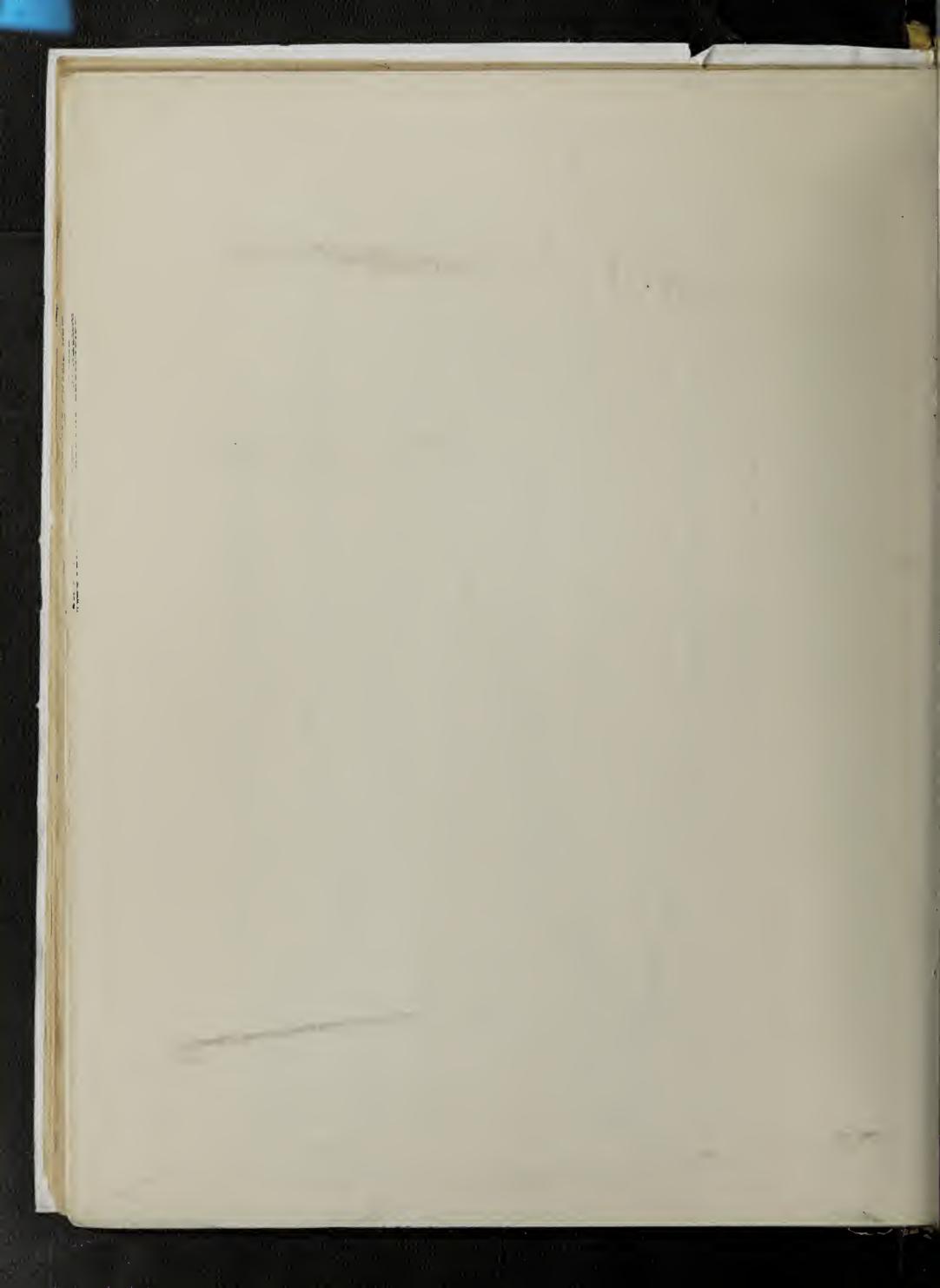
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March 1957

Twenty-seven States have reported the results of 716 speed studies conducted during 1956 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 381,123 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1955. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 50.5 miles per hour for all vehicles was the same as the 1955 average, which was a record high. The average speeds for passenger cars, trucks, and buses were 51.8, 46.2, and 52.3 miles per hour, respectively. This represents a slight decrease in speed for passenger cars, while truck speeds increased and bus speeds remained the same.

Fifty-six percent of the passenger cars exceeded 50 miles per hour and 17 percent traveled over 60 miles per hour. Twenty-seven percent of the trucks and 63 percent of the buses exceeded 50 miles per hour.

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Table 1. -- AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1956 DECEMBER 1956.

	A	Average speed	speed										Speed	d exceeded	ded												
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									EA	STE	R	R	6 1 0 1	S								,					,
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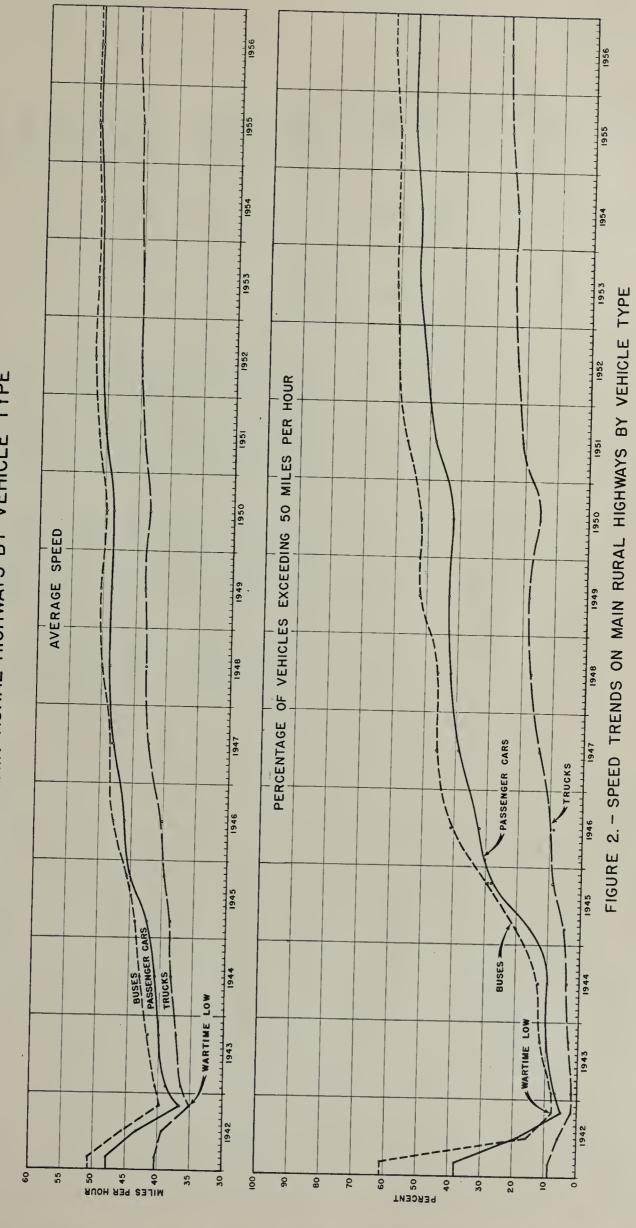
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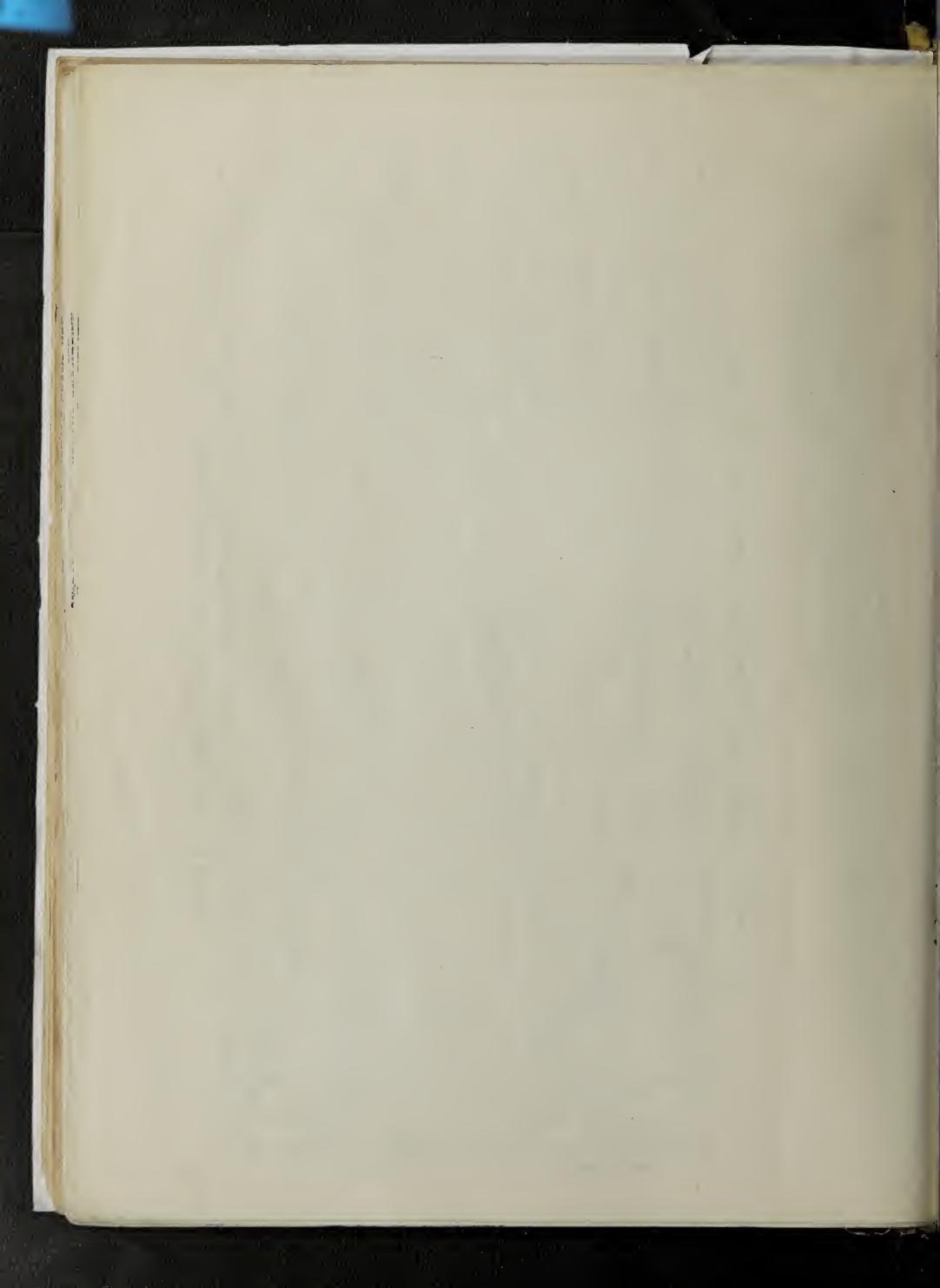
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SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE





614.862 Jn 3± 1958

U. S. DEPARTMENT OF COMMERCE Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS B. D. Tallamy, Administrator

TRAFFIC SPEE

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Twenty-four States have reported the residuring 1957 on level tangent sections of mai relatively low traffic densities when most speeds. The results, which include observat marized in table 1, attached. Also attached it include additional data received for the period 1 and 2 show speed trends separated by regions

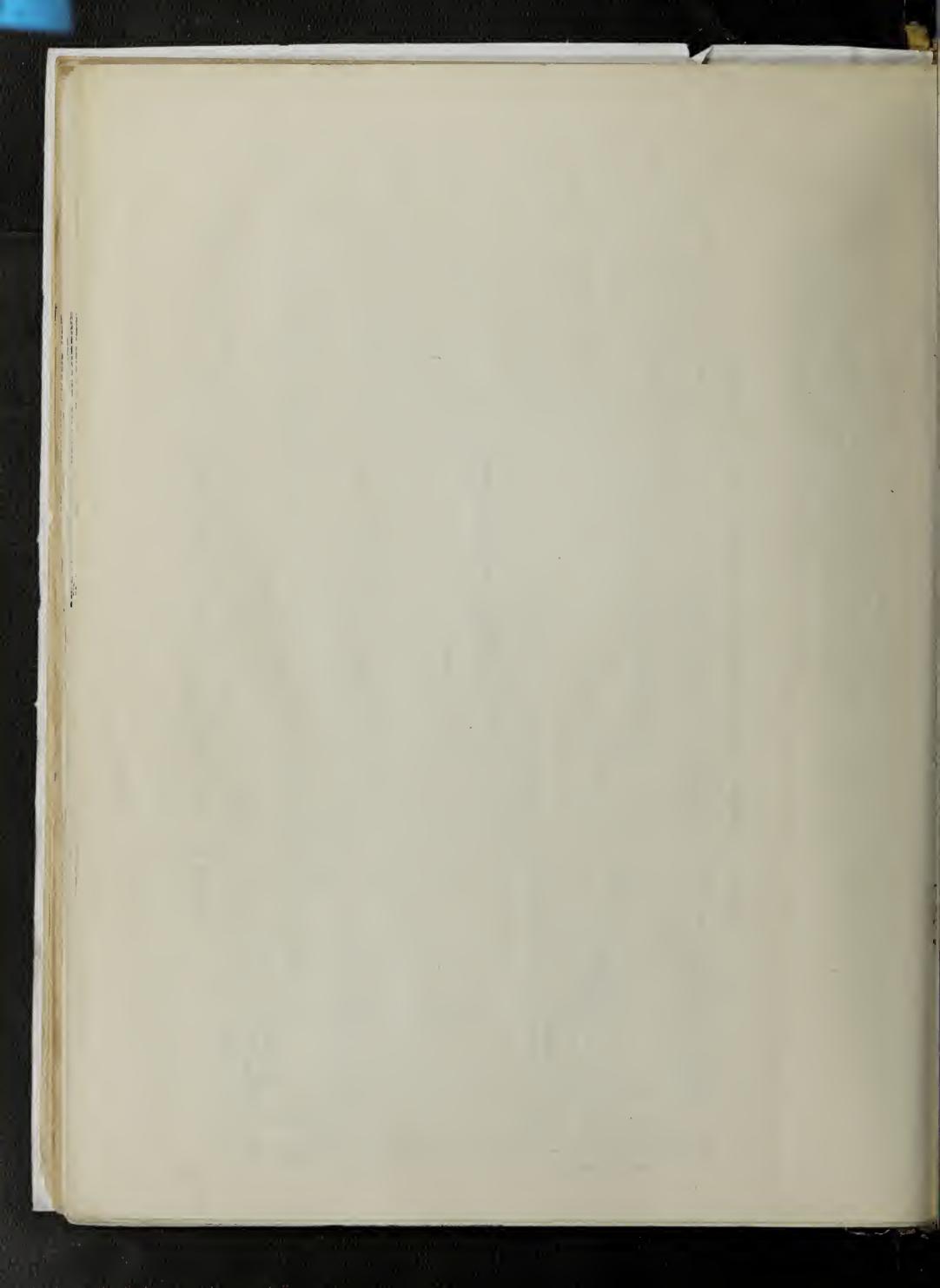
The average speed of 50.8 miles per how hour above the 1956 average, and was a repassenger cars, trucks, and buses were 5 respectively. This represents a slight increwhile the speed of passenger cars was the san

Fifty-six percent of the passenger cars, 2 cent of the buses exceeded 50 miles per hou cars and 16 percent of the buses exceeded 60

Attachments

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U. S. DEPARTMENT OF COMMERCE Sinclair Weeks, Secretary

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1958

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Twenty-four States have reported the results of 638 speed studies conducted during 1957 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 255,544 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1956. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 50.8 miles per hour for all vehicles was 0.2 mile per hour above the 1956 average, and was a record high. The average speeds for passenger cars, trucks, and buses were 52.0, 46.6, and 53.2 miles per hour, respectively. This represents a slight increase in speed for trucks and buses, while the speed of passenger cars was the same as during 1956.

Fifty-six percent of the passenger cars, 28 percent of the trucks, and 64 percent of the buses exceeded 50 miles per hour. Sixteen percent of the passenger cars and 16 percent of the buses exceeded 60 miles per hour.

Attachments

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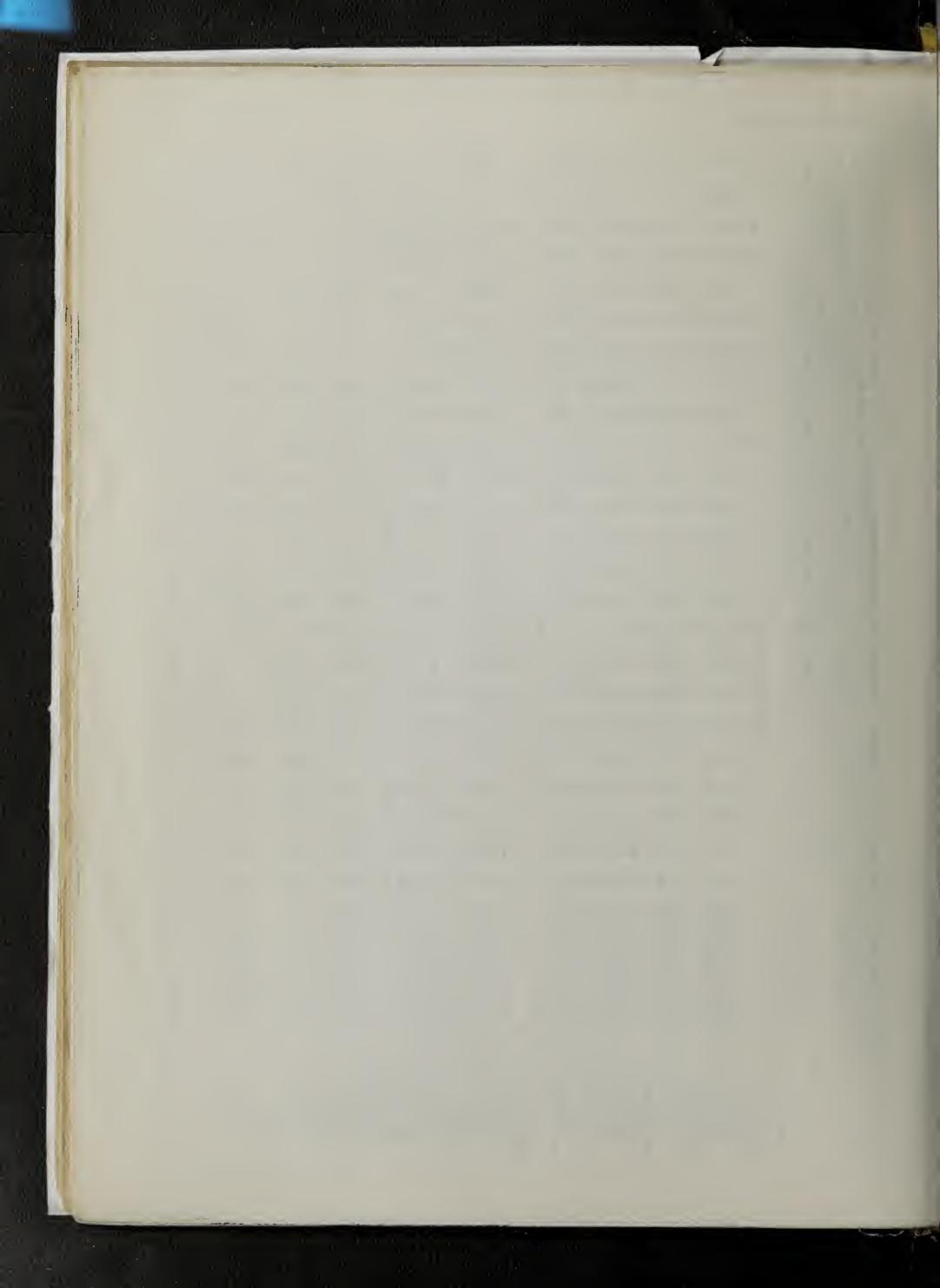
Table 1. -- AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 195

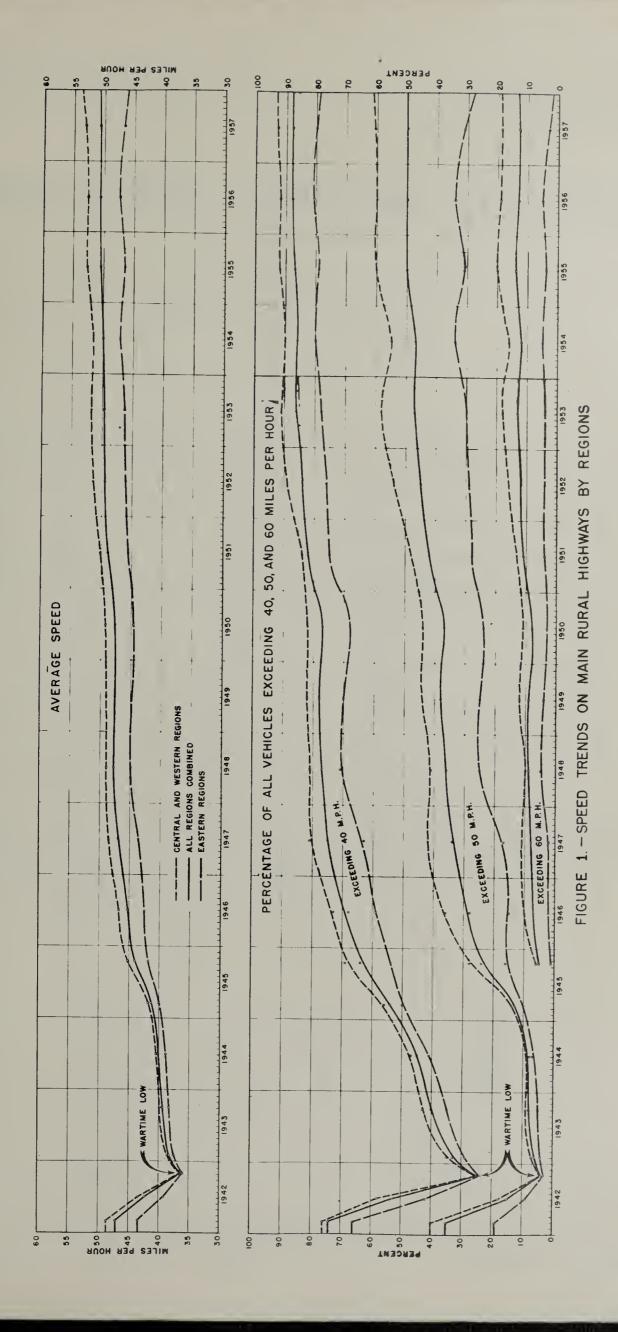
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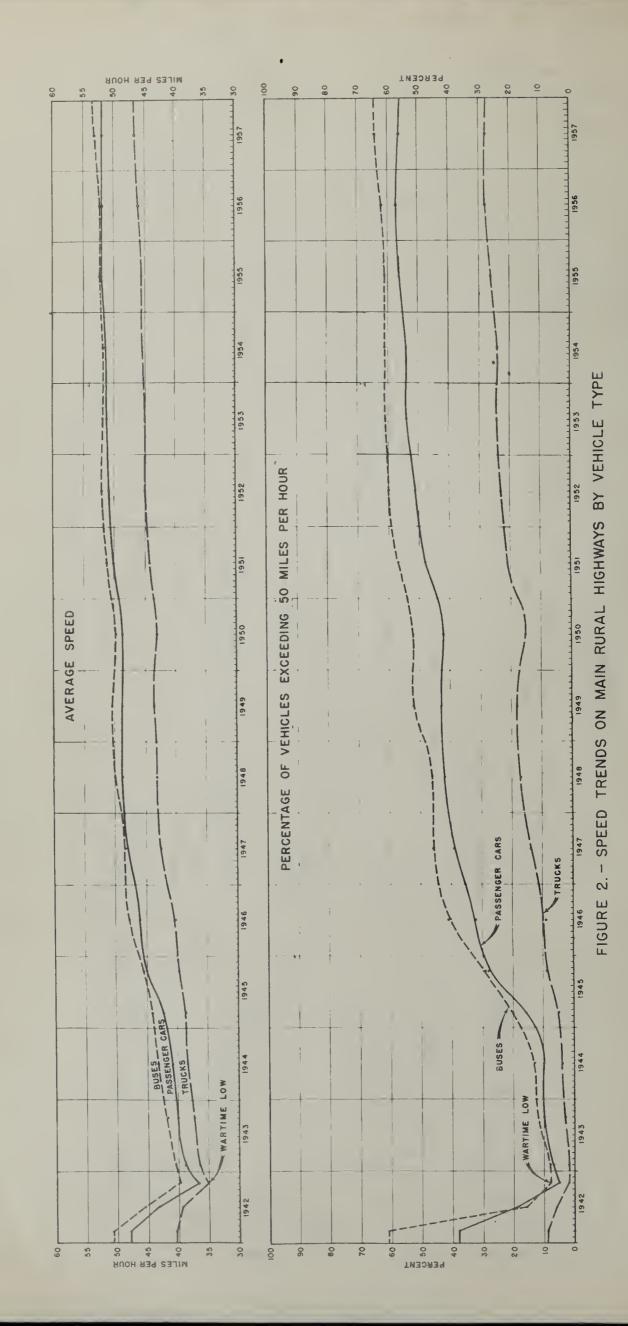
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Table 2. --AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1956 TO DECEMBER 1956 (Revised)

	⋖	Average speed	speed	70				-				-			Spee	Speed exceeded	eded										
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> U. S. DEPARTMENT OF COMMERCE Lewis L. Strauss, Secretary

BUREAU OF PUBLIC ROADS B. D. Tallamy, Administrator Ellis L. Armstrong, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1959

Twenty-eight States have reported the results of 838 speed studies conducted during 1958 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel at their desired speeds. The results, which include observations of 386,600 vehicles, are summarized in table 1, attached. Also attached is table 2, which has been revised to include additional data received for the period ending December 31, 1957. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 51.5 miles per hour for all vehicles was only 0.1 mile per hour above the 1957 average, but was a record high. The average speeds for passenger cars, trucks, and buses were 52.6, 47.1, and 53.2 miles per hour, respectively. This represents a slight increase in speed for trucks and buses, while the speed of passenger cars was the same as during 1957.

Sixty percent of the passenger cars, 31 percent of the trucks, and 67 percent of the buses exceeded 50 miles per hour. Eighteen percent of the passenger cars, 3 percent of trucks and 20 percent of buses exceeded 60 miles per hour.

THE LIBRARY OF THE AREA OF THE LIBRARY OF THE UNIVERSITY OF ILLINOIS

1. -- AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEED FOR THE PERIOD FROM JANUARY 1958 TO DECEMBER 1958

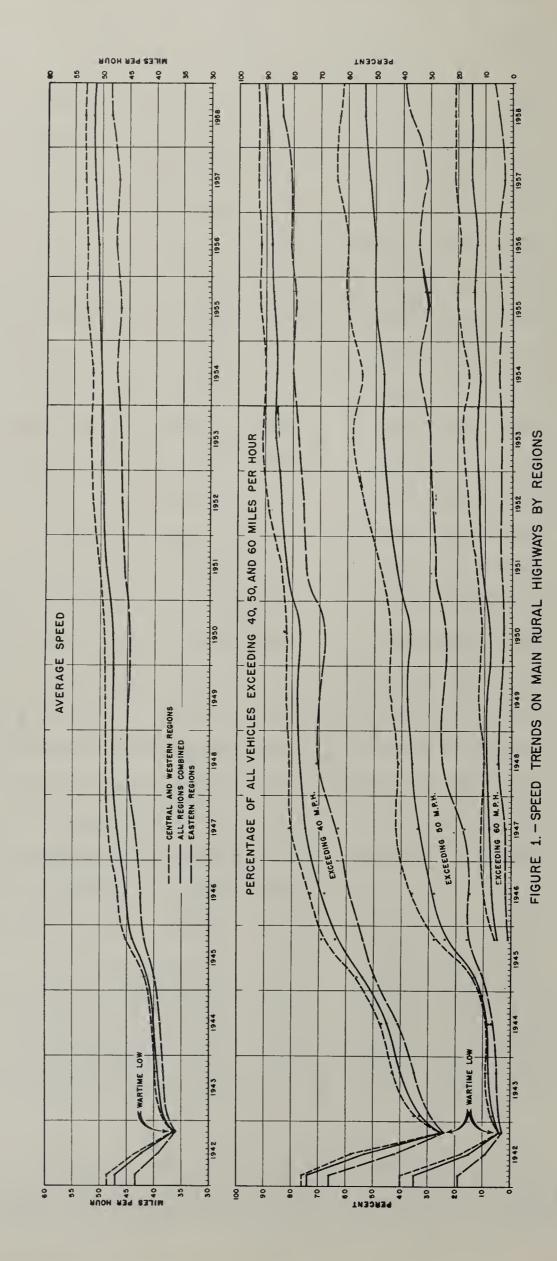
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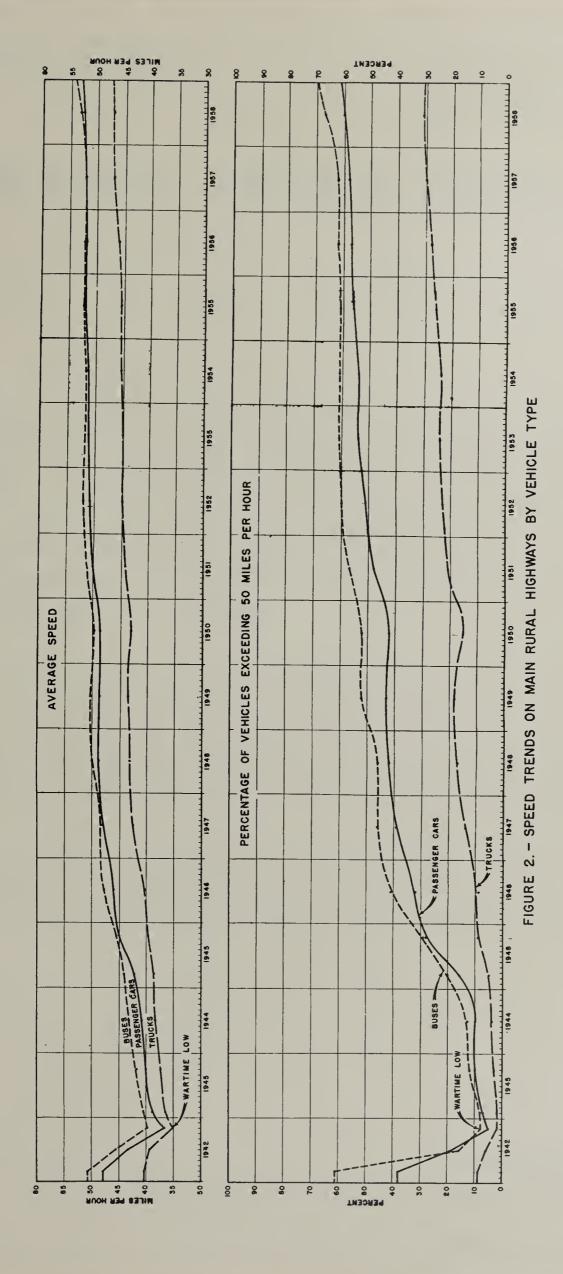
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TRAFFIC SPEED TRENDS
1959

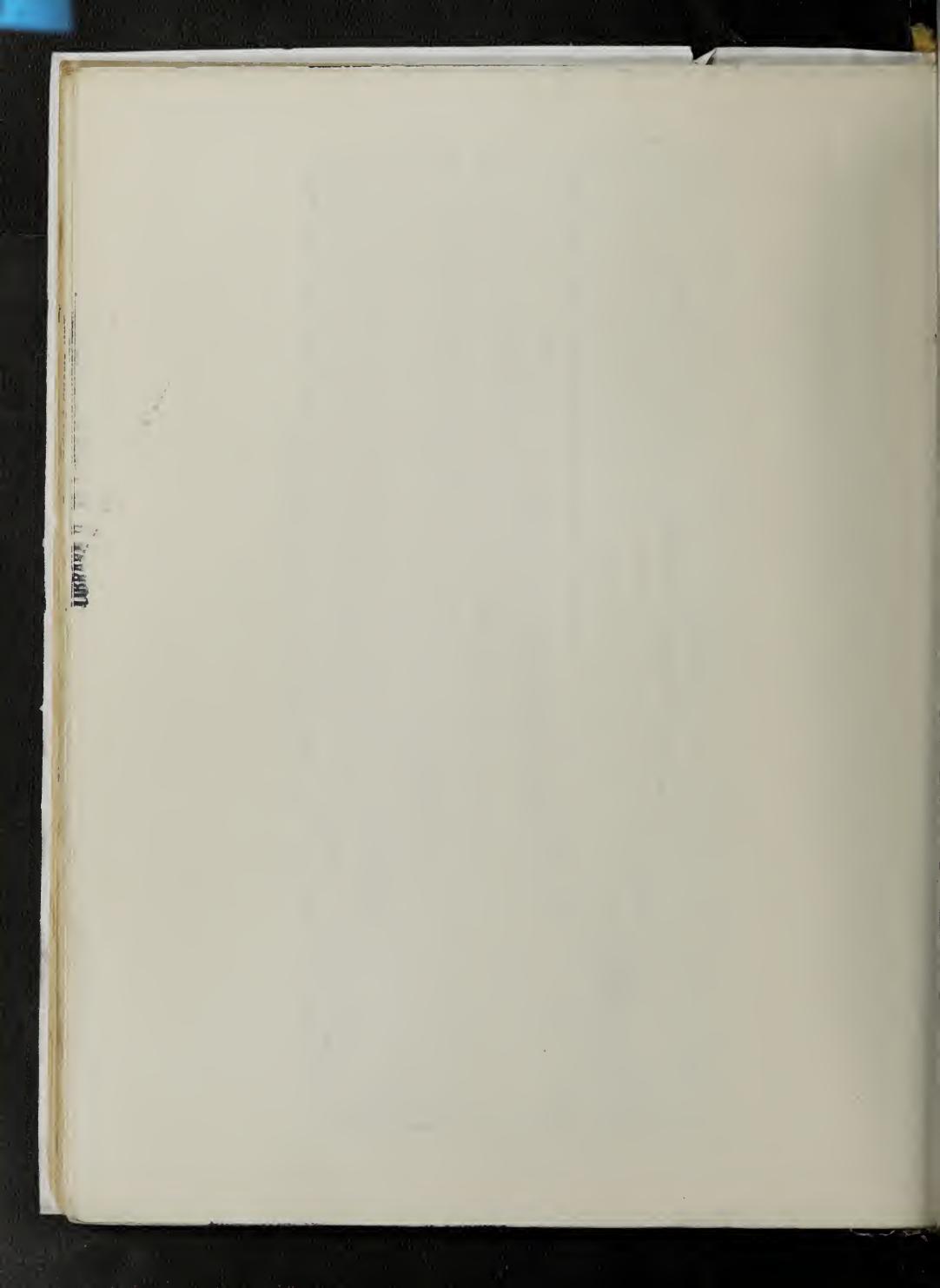
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U. S. DEPARTMENT OF COMMERCE Frederick H. Mueller, Secretary

614.862 Un3t 1960 BUREAU OF PUBLIC ROADS
B. D. Tallamy, Administrator
Ellis L. Armstrong, Commissioner

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1960

Twenty-nine States have reported the results of 902 speed studies conducted during 1959 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The results, which include observations of 391,098 vehicles, are summarized in table 1, attached. Also attached is table 2 which revises table 1 of the Traffic Speed Trends, March 1959, by including additional data received for the period ending December 31, 1958. Figures 1 and 2 show speed trends separated by regions of the country and by vehicle type.

The average speed of 51.9 miles per hour for all vehicles was only 0.2 mile per hour above the 1958 revised average but was a record high. The average speeds for passenger cars, trucks, and buses were 53.2, 47.2, and 53.5 miles per hour, respectively. This represents a slight increase in speed for passenger cars, while the speed of trucks and buses were 0.1 mile per hour less than during 1958.

Sixty-two percent of the passenger cars, 32 percent of the trucks, and 70 percent of the buses exceeded 50 miles per hour. Twenty-one percent of the passenger cars, 4 percent of trucks and 21 percent of buses exceeded 60 miles per hour.

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-AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1959 TO DECEMBER 1959

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MEST SOUTH CENTRAL: Arkansas. Oklahoma.	50.2				9 8 8	888	6 6 6 6 6 6	888	9 9 8	93 94 97	888	86 	16 06 18 88 18 92	# 63 # 71	86 88	2882	68 77	28 25 46	96 61	- 92 - 92 - 93 - 93	22 £0	25 8	36 88 84	10 2 18 2 2 2	25 22	623
MOUNTAIN: Arizona. Colorado. Montana. Nevada. New Mexico.	55.3 56.1 55.0 59.0 58.0	55.1 56.8 57.2 61.2 59.5	49.8 51.1 52.8 52.8 50.5	58.6 60.4 55.2 62.7 59.0	288888	822888	97 97 98 98	88888	8 3 3 9 8 9 9 8 9 9 9 9 9 9 9 9 9 9 9 9	94 88 88 89 94 94 94 94 94 94 94 94 94 94 94 94 94	889 92 10 885 10 994 10	90000	84 86 92 94 88 94 94 93 95 94 97	6 79 tt 72 5 8 8 5 8 8 5 8 8 6 8 6 8 8 6 8 8 6 8 6 8 6 8 8 6 8	- 000 i	62 67 83 81 18 78	808888	46 54 32 68 47 39	88888	39 47 67 66 66 56	58 57 61 75 61	20 20 20 20 20 20 20 20 30 37	88 33 460	27 22 22 24 3 38 4 47 5 3 4 47 3 3 4 47 3 3 4 47 3 4 47 47 5 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4	29 31 45 38	25. 8 6
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				-		L						_		-	-	L	0	20	۶	36	47	=	H8	19	21	=

614.862 Un 3 t TRAFFIC SPEED TRENDS

60 m.p.h.

All P. C. TK. Bus All P. C. TK. Bus All P. C. TK. Bus

50 m.p.h.

45 m.p.h.

All P. C. TK. Bus All P. C. TK. Bus

Bus

All P. C. TK. Miles per hour

Region and State

Average speed

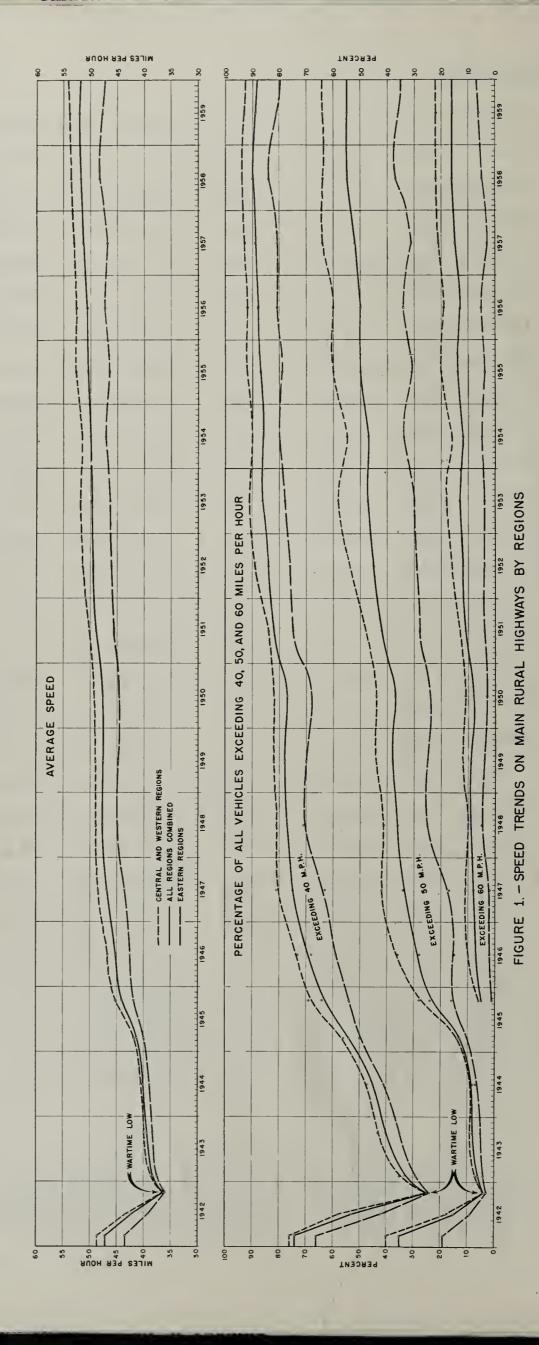
Speed exceeded

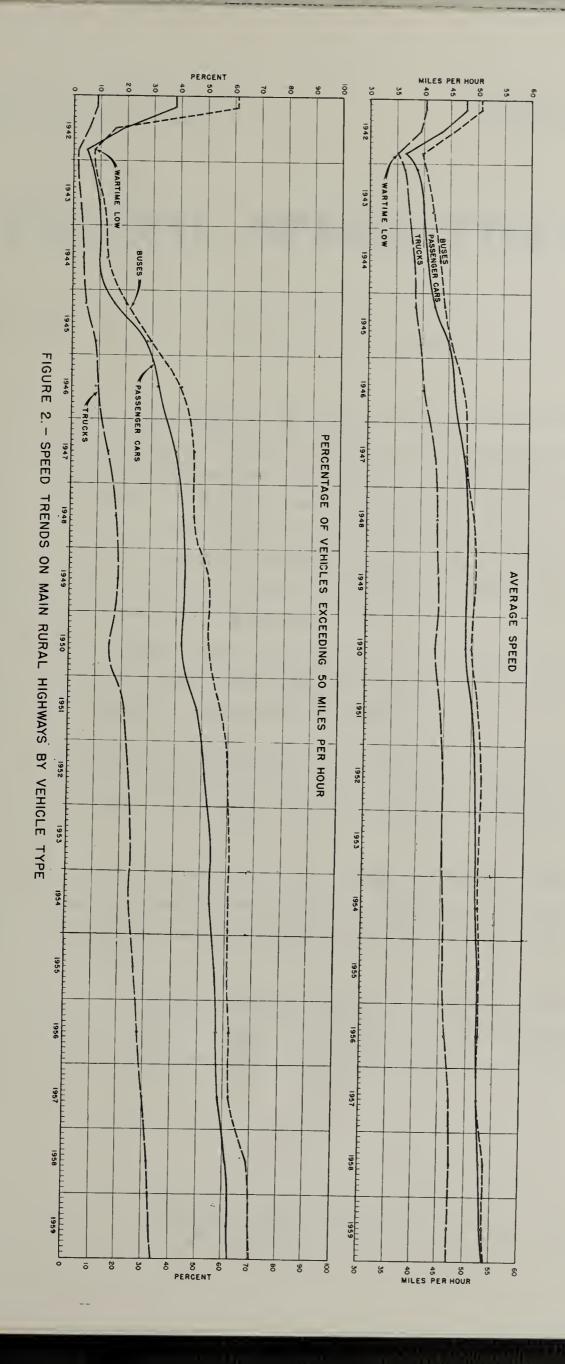
55 m.p.h.

Table 2. - AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1958 TO DECEMBER 1958 (REVISED)

~9, 2000 derg 1960 ser

		Miles p	Miles per hour											Done			-		200		3	s ng i	- X	3	- 4	Bus
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Rhode Island	47.2	47.5	45.9			97		3 :	87		82 32	99	3 %	21€	08	36	0 6	= %	91	ء م	= =	2 37	0 :	0 :	000	
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North Carolina	8.64	9.05	47.6	47.1		66	66	8 2					_	2 2	S 1.	3 ∄									-	9
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lowa.	56.5	58.6	119.8		66	66							8	i		-							>	_	_	٥
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Nevada	54.2	55.8	49.2	61.5	97	86		88					76		88								2	29	က	34
Wyoming.	57.7	28.0	20°0°	55.4	_ග දු	8 6 6	88 6		888	98		: ₹ 8	12	2 22 3	98	22.5	228	900	89 27	328	2 52	2 2	<u> </u>	9 2	<u>m</u> m	67 28
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U. S. DEPARTMENT OF COMMERCE Luther H. Hodges, Secretary

BUREAU OF PUBLIC ROADS Rex M, Whitton, Administrator

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1962

Thirty States have reported the results of 981 speed studies conducted during 1961 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The results, which include observations of 485,857 vehicles, are summarized in table 1, enclosed. Also enclosed is table 2 which revises table 1 of the Traffic Speed Trends, March 1961, by including additional data received for the period ending December 31, 1960. Figures 1 and 2 show speed trends separately by regions of the country and by vehicle type.

The average speed of 52.6 miles per hour for all vehicles is the same as the 1960 revised average. The average speeds for passenger cars, trucks, and buses were 53.7, 48.2 and 54.9 miles per hour, respectively.

Sixty-six percent of the passenger cars, 38 percent of the trucks, and 69 percent of the buses exceeded 50 miles per hour. Twenty-one percent of the passenger cars, 4 percent of the trucks, and 29 percent of the buses exceeded 60 miles per hour.

Table 3 includes speed data, on various types of highways. Some individual study sites are included in more than one classification. The data reported on free-flowing highways in urban and suburban areas and on secondary or county roads are included.

There is need for additional studies on the type highways shown in table 3 to provide better national coverage. Those States who are presently studying primary rural highways only are urged to include other types of facilities where practicable.

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Table 1.-- AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1961 TO DECEMBER 1961

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Fig. 10 and 1914																Speed	e exc	Speed exceeded									
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Single S														EASTE	~	GIONS											
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TABLE 2. TAVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1960 TO DECEMBER 1960 (REVISED)	
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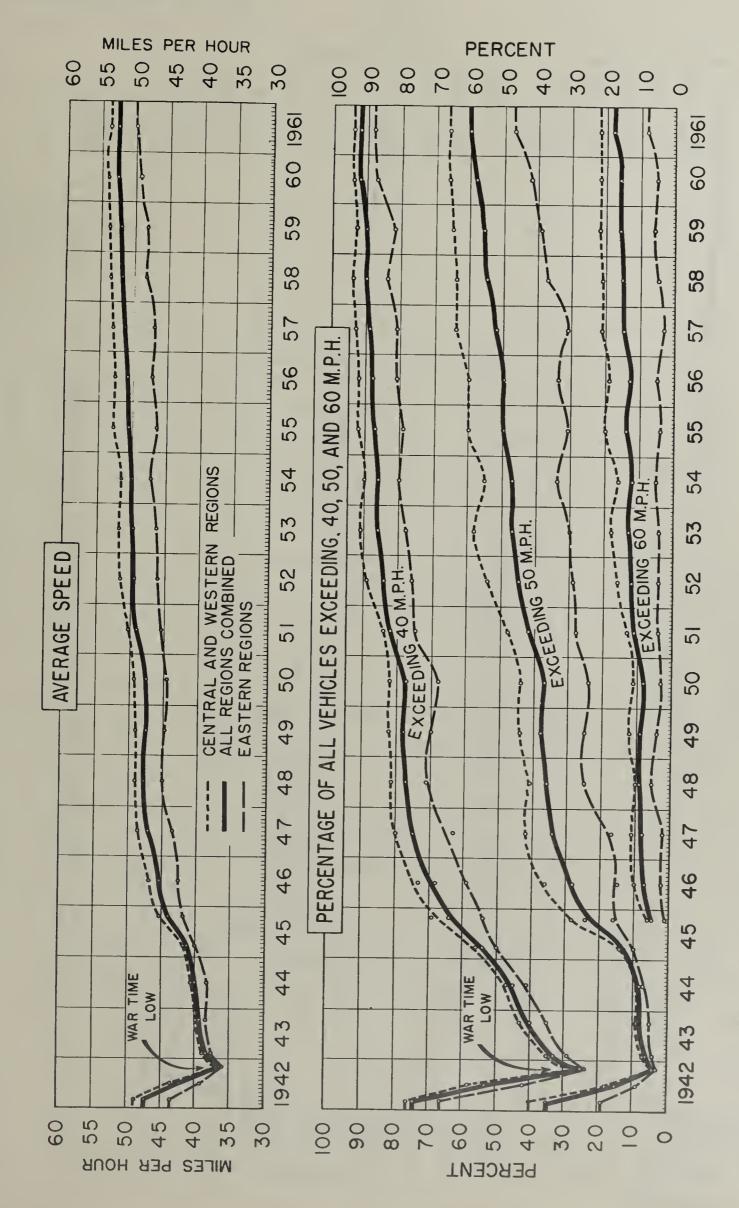
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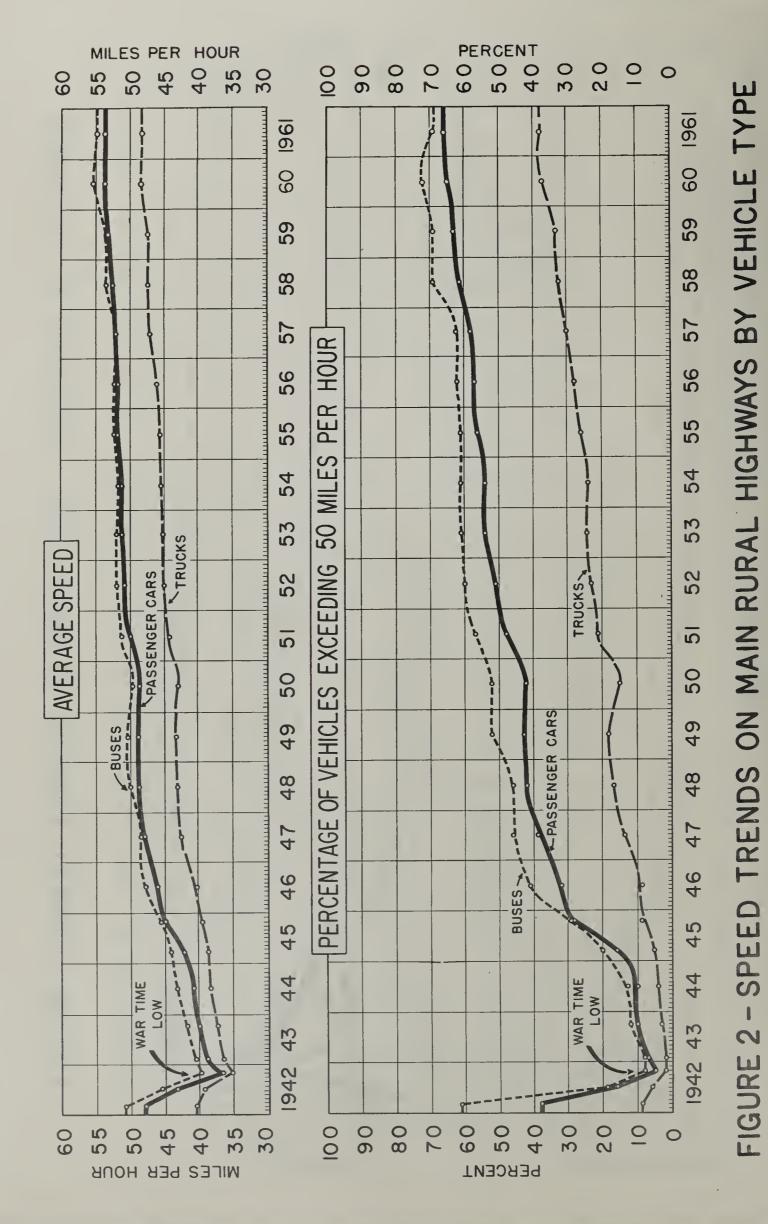
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over h	TK.	86	6.88	2		:	:	8	*	92	66	:	92	#	≆	88	24	2
Percent over 45 m.p.h.	P. C.	#8	98	Percen 52	7	80	66	97	*	66	8	<u>_</u>	8	94	88	23	3	#
Pe	All	8	8 8		9	86	66	92	7	66	8	5	97	8	7	54	63	#
ור אם אאר	Bus	92	96	8	9	:	:	8	*	8	8		-	8		28	16	00
Percent over 40 m.p.h.	TK.	86	93	76	=	:	:	66	*	66	8	:	86	7	78	8	72	9
Perce	P. C.	±6	986	82	22	8	<u>0</u>	8	*	<u>8</u>	<u>8</u>	8	8	8	97	92	#8	흐
VENIC	A1.1	92	97	8	71	8	8	8	8	8	8	8	8	85	6	73	80	12
TO CE	Bus	86	8 8	8	#2	:	:	8	*	8	8	8	:	8	8	92	8	8
t over	TK.	96	96	94	52	:	:	8	*	8	8	:	8	93	±6	83	93	88
Average speed Percent over Percent over Percent over W6 m.p.h. 40 m.p.h. 45 m.p.h.	P. C.	86	66	95	8	00	8	8	*	8	8	8	8	66	8	92	97	₽.
EUS AN	All	86	66 66	#6	æ	8	00	8	86	8	00	8	8	86	86	8	92	88
ar are	Bus	54°9	55.5	47.4 45.8	41.7	:	:	60.2	*	90.0	78.0	62.0	:	52.2	51.2	42. I	44.5	34.4
speed h.	TK.	18.2				:	:	53.2		51.2	8-49	:	50.2	45.5		H3.3	8. I	34.2
Average speed	P. C.	53.7	57.2 E			55.1	54.0	± 99	*	61.1	59.2	51.5	63.6	48.2		1 1.7	18.#	35.3
Ave	All P	52.6	55.7		13° tt	55.		_					- es			46.2 I	H3.9	35.0
						:	2			_								
Type of highway		Main rural	Rural Interstate completed	-0	Urban interstate not completed	Freeways and Toll roads:				MICh. Freeways	N. Hamp. Turnpike	N. Jersey Garden State Parkway	Oregon Freeway	Penn. Penn-Lincoln Parkway	Penn. Schuylkill Expressway	Secondary rural	Primary suburban	Primary urban
NO.	States	8	17		_											7	ന	2

*Date not reported by vehicle type.



BY REGIONS JRE 1-SPEED TRENDS ON MAIN RURAL HIGHWAYS

THURBE



25,7 in 35 i

U. S. DEPARTMENT OF COMMERCE 514.862 Luther H. Hodges, Secretary



BUREAU OF PUBLIC ROADS Rex M. Whitton, Administrator

Un3t 1963

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1964

Thirty-one States have reported the results of 1,032 speed studies conducted during 1963 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The results, which include observations of 499,082 vehicles are summarized in table 1, enclosed. Also enclosed is table 2 which revises table 1 of the Traffic Speed Trends, March 1963, by including additional data received for the period ending December 31, 1962. Figures 1 and 2 show speed trends separately by regions of the country and by vehicle type.

The average speed of 55.6 miles per hour for all vehicles is 1.8 miles per hour above the 1962 revised average, and is a record high. The average speeds for passenger cars, trucks, and buses were 56.9, 51.1, and 57.7 miles per hour respectively.

Seventy-six percent of the passenger cars, 52 percent of the trucks, and 76 percent of the buses exceeded 50 miles per hour. Thirty-three percent of the passenger cars, 10 percent of the trucks, and 45 percent of the buses exceeded 60 miles per hour.

Table 3 includes speed data, on various types of highways. Some individual study sites are included in more than one classification. The data reported on free-flowing highways in urban and suburban areas and on secondary or county roads are included.

There is need for additional studies on the type of highways shown in table 3 to provide better national coverage. Those States which are presently studying rural highways only are urged to include other types of facilities where practicable.

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Table 1.-AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1963 TO DECEMBER 1963

TINAME

2			K. Bus			20 28 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 0	3546	7 28		0 2 45 6 57	38	4 4 62 62 7 17 33 3 3 1 4 8 8 62 8 62 8 62 8 62 8 62 8 62 8 62	5 43		6 8 8 8 8 8 6 6 6 7	-		1
וא ואם) m.p.h.	P.C. TK			1387	75	33 33 33 33 33 33 33 33 33 33 33 33 33	8		18 10 10 10	 &	8237323	33 15		53 53 53 53 53 53 53		39	-
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7			Bus A			52 1 68 3 42		62 24 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	52	-	78 33	64 1	88 88 70 72 73 74 74 75 75 76 77 77	68 2 4	-	92 92 82 85 85 4 82		73 3	-
3			-			3203	40	25 7 7 7 8 8 7	23	-	248	13 6	22 23 17 45 71 71	35 6		32427	9	30	-
		5 m.p.h.	P.C. T			288	∞ /	28882	44	-	52 64 64	42	28 85 85 87 88 87 88	72		28888			-
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		نہ	는			57 68 45	93	264 264 264 264 264 264 264 264 264 264	43	1	51	78	34 448 60 69 69	56		242	31	56 8	
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		- 1	Bus			53.7 59.7 52.3	42.4	59.8 55.5 57.0 60.3 57.9	54.4		58.2 60.4	58.2	56.0 56.0 56.0 55.7 -	53.8	62.8 63.6 56.2	62.4 61.9 58.3 64.4	1	59.6	
	Average speed			er hour		51.7	46.1	51.4 47.8 53.8 51.6 46.8	49.5		51.2 49.9 49.9	48.2	48.7 52.6 51.3 49.6 56.9 54.1	51.1		522.8 54.3 57.8 57.8	48.0	51.9	
	/erage		P.C.	Miles per		54.0 57.2 53.2	47.8	58.3 53.9 58.0 56.0 53.8	53.6		59.3 58.0 58.3	55.0	54.9 61.6 57.2 55.8 56.1 63.1 57.5	56.5		63.6 61.7 55.4 60.8	7	58.5	
	á		AII	W		53.5 56.6 52.8	47.2	56.8 52.0 57.0 55.0 52.2	52.6		57.9 56.7 56.1	53.0	53.1 60.3 56.2 54.1 55.1 61.5 57.0	54.5		59.9 54.8 60.3		57.0	
			region and State			NEW ENGLAND: Connecticut		;	Average		EAST NORTH CENTRAL: Indiana Michigon Wisconsin EAST SOUTH CENTRAL:	OENTRAI .	S CENTRAL:			Montona		Average 5	

- indicotes data not available.

-indicates data nat available.

Table 2. - AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM JANUARY 1962 TO DECEMBER 1962

(REVISED)		. '	K. Bus		6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			+	119	522				7 74884 1	5 4 15	7 7
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DEC.		٥			51 77 77 18				-	74		76 - 78	54%	82 87 97 97 97 97 97 97 97 97 97 97 97 97 97	2 28 18	67
2	-] - 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\exists		25 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			+	2	23 15 15		10 33 33 33 33 33 33	25 19 25 25 25 25 25 25 25 25 25 25 25 25 25	3302330	3 - 25	24
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			\exists		58 86 45	21 14	82448	-	3	82 78	9	81 1 83 1 1 83	80	89 69 69 69	67	79
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- 1	Ic	3 4	ᅴᇨ		44 2 55 4 4 4 5 5 5 4 5 4 5 5 5 6 5 6 5 6 5	-283	4 7 8 7 8 7 8	55		278	99	66 78 79 75 81	892	72 81 65 71 79	75 886 69	77
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	45 r	10			89 76 85 85	63 77 48	78 86 86 86	78	SNS SNS	94 94 94	98	89 97 92 92 92	889	89 93 100 87 95	8%8	92
		₹			88 74 83	61 75 43	68 78 85 76	74	REGI	92	78	82 95 91 90 89 87	88 86 86	87 82 83 93 93	83 85 85	88
		Bus		GIONS	96 100 100 100	73	82 84 97 84	88	ERN	1 2 6	88	15 15 1 15	98 95 100	97 89 100 100 100	94	96
	h.d.	Ŧ.		R	95	92 56	20 86 85 85	84	WEST	98 94 92	79	988 944 944 954 95	88 88 88 88 88 88 88 88 88 88 88 88 88	95 100 82 82 83	- 88 86	91
	40 m	P.C.		STERN	98888	92 72 72	98 88 88	92	AND	66 88 88 88	94	98 98 98 95 95	93	98 93 98 98 98	96	46
		₹		EAST	988	91 94 67	927	8	1.	99 97 98	89	94 97 97 97 97	282	95 98 97 97 98	92 97 94	95
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		I			9886	9288	8888	76		989	46	9909866	86	7600		66
		Bus			55.2 58.8 49.3	42.0 55.3 46.1	53.2 50.4 51.6 55.2	51.7		58.2	53.5	63.2 59.8 - - - 59.9	60.6 58.0 61.0	62.5 55.9 63.0 63.0 63.2	58.2	4
peeds		TK.	hour	ł	51.1 52.2 49.2 50.1	45.4					٠٠.					58.4
Average speed	,	P.C.	Miles per hour	-				5 48.0		4 51.8 3 49.4 2 49.4	48	47.8 51.7 50.1 50.2 53.6 53.6	49.3 48.5 50.0	51.4 43.7 53.0 53.0 50.1 52.0		20.0
Ave		σ.	Mile	-	53.8			51.5		58.4 56.3 58.2	56.2	54.2 55.4 57.0 57.0 58.1 58.2	54.6 55.6 54.1	54.9 57.5 54.1 62.1 54.9 56.0	56.0 58.6 54.3	26.
		₹			53.2 54.8 50.6 51.8	46.2 50.2 44.4	48.8 51.6 53.5 51.0	50.6		57.0 55.1 56.0	53.9	52.4 57.8 55.3 55.7 56.2 57.5	52.6 53.8 53.2	54.2 57.1 52.8 60.4 54.1 55.2 59.8	54.6	22.3
	Specific Control Control	PID 0			Connecticut. Maine		ind	Average		SENTRAL:	WEST NORTH CENTRAL:	cota cata H CENTRAL:		Arizona Calorada Idaho Mantana Nevada Utah Myaming		

THE PARTY AND THE

Toble 3.-AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY - 1963 STUDIES

No.	Type of highway	Á	Average speed m.p.h.	spee.	-33	Δ.,	Percent ov 35 m.p.h.	over .h.		Pero 40	ercent over 40 m.p.h.	ver .		Percel 45 m	ercent over 45 m.p.h.	<u>.</u>	۵,	Percent over 50 m.p.h.	over .h.		Perc 55	ercent over 55 m.p.h.	· er		Percent over 60 m.p.h.	ercent ov 60 m.p.h.	9
States		AII	P. C.	TK.	Bus	AIIF	P.C. 1	TK.	Bus A	AII P.C.	C.	k. Bus	s All	P.C.	T.	Bus	AII		Α Ж B	Bus A	AII P.C.	C. K.	K. Bus	A A	P. C.	夫 ·	Bus
31	Main rural	55.6	56.9	51.1	57.7	66	66	6 26	88	95 96		1 94	1 87	8	77	88	2	76	52	76	50 57	7 28	8	8	33	2	0 45
79	Rural Interstate completed	59.5	8.09	53.9	60.7	1001	001	99 10	001	66 86	9 95	5 98	3 94	96	85	94	84	68	99	9 8	68 75		40 76		<u>ج</u>	16	5 56
22	Rural Interstate not completed	54.2	55.5	49.6	54.7	86	66	94 10	100	94 95		89 92	84	88	75	84	99	72		61 _	45 53					~ —	
9	Urban Interstate completed	51.6	52.6	48.0	52.9	96	67	92 9	8 / 26	89 91	1 81	1 92	2 74	12	61	81	54	- 65			8 33					4	
_	Urban Interstate not completed	43.6	44.4	41.1	42.8	82	84	72		54 59	9 40	0 34	1 32	35	21	20	10	=		12	4					0	
-	Suburban Interstate completed	50.2	50.4	49.7	56.7	100	001	99 10	001	66 66	9 97	7 100	83		79	90	61	63			18 18			. 5	. 2	9	
	Freeways and Toll roads:			•																				<u> </u>			
	Connecticut Merritt Parkway	55.7	55.7	ı	ı	100	92	1	<u> </u>	100 100				100	1	1	92	92	ı	1	49 49		1	=	=	- 1	
	Connecticut Wilbur Cross Parkway	56.9	56.9	1	1	1000	100	1		100 100			100	100	1	ı	96	96			61 61		1	15	15	- 1	
	Connecticut Tumpike	59.1	59.4	57.5	61.0	100	100	100	100	100 100	0 100	0 100	100	100	100	100	99 1	<u> </u>	98 10	00	87 90	0 75	5 100	8	31	14	1 51
	Maine Turnpike	51.1	ı	1	ı	100	-	ı		- 86		<u> </u>	86	- 1	1	I	28	1	1	- 1	22 -				1		1
	Michigan Freeways	59.4	61.2	50.8	62.7	100	100	001	6 6	99 100	0 98	8 97	96 /	6	87	97	85	06	99	94 7	70 81	1 22	2 93	- S	61		2 68
	New Hampshire Turnpike	62.2	62.6	56.0	62.0	1000	1000	100	100	100 100	0 0	0 100	100	100	001	001	95	96	84 10	001	88 81	1 74	4 100	- 28	38	37	7 50
	New Jersey Garden State Parkway	51.6	51.6	ı	51.6	1000	001	<u> </u>	001	66 66	- 6	- 100	87	87	1	89	71	71	1	78 2	26 28		8	∞	<u></u>	1	_
	Oregon Baldock Freeway	59.0	63.8	49.5	i	100	100	001	ı	98 100	96 0	- 9	94	66	98	1	77	96	4	1	61 88		7 -	47	2	_	
	Pennsylvania Penn-Lincoln Parkway	43.8	44.4	42.2	46.2	92	94	88	9 6	68 72	2 56	6 81	41	44	32	56	2	12	9	15	2	4	1 10	_ 	0	0	_
	Pennsylvania Schuylkill Expressway	47.8	49.1	45.8	48.2	99 1	001	98 10	100	90 94	4 84	4 86	5 72	8	58	74	25	8	12	78	7 10		2 10	0	0		
	Texas Fort Worth-Dallas Turnpike	62.7	63.2	0.09	71.2	1000	100	100	100	100 100	001 0	0 100	001	100	100	100	86	86	95 10	00	93 95	5 83		9	63	41	1000
	Texas Stemmens Freeway	50.3	49.8	51.2	ı	100	1000	001	 I	96 94	4 99	1	98	79	6	I	45	42	20		18 18		18		_	· 	
12 F	Rural Secondary	48.2	49.0	45.4	44.6	88	68	86	76 7	76 79	9 72	2 67	, 62	99	53	50	42	47	78	22 2	24 29	=	8		12	 	3
7 9	Urban Primary	47.9	48.6	45.0	47.9	98	87	82 8	87 7	74 76	5 67	7 74	1 58	61	47	62	8	44	27		21 24	10	0 22		2	<u></u>	
	Urban Secondary	35.1	35.7	35.8	31.2	52	52	20	0	16 16	6 19	0 6	2	2	2	0	0	0	0	0	0	0	0	<u> </u>	0	0	
2	Primary	46.3	47.0	45.0	56.7	95	26	06	100	82 86	5 72	2 100	57	09	52	100	34	98	28 10	 00	10 10		8 67				0
-	Suburban Secondary	13.2	125	12 CV	20 0	7.2	7.5	- ''		, ,	,		-		-	-	(_								

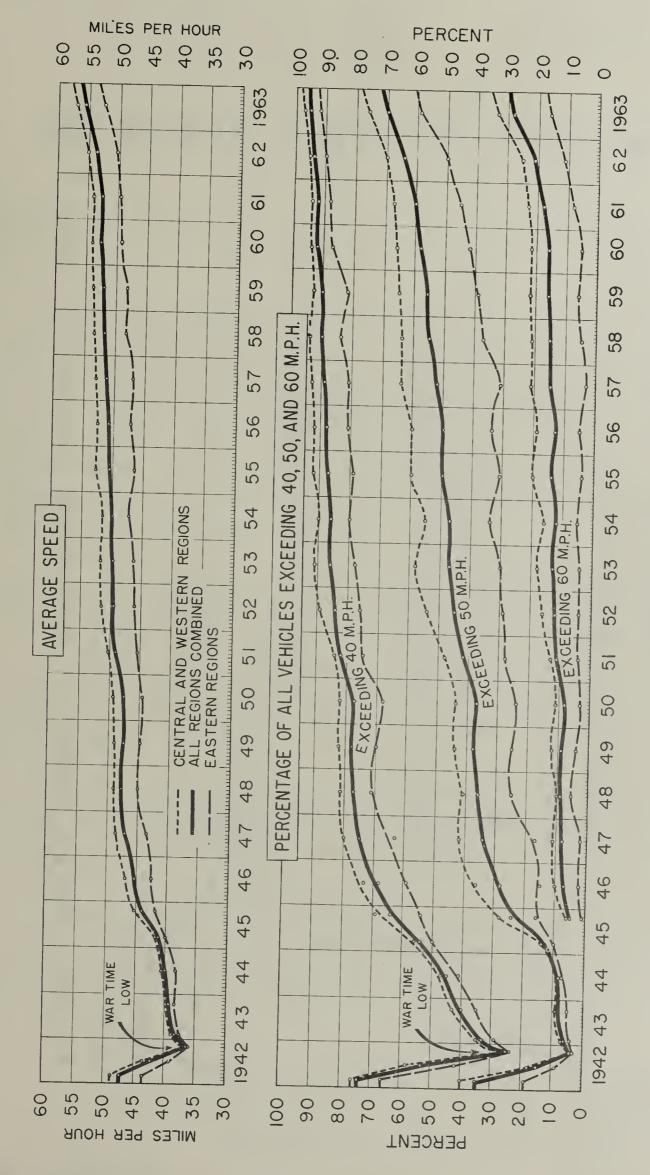
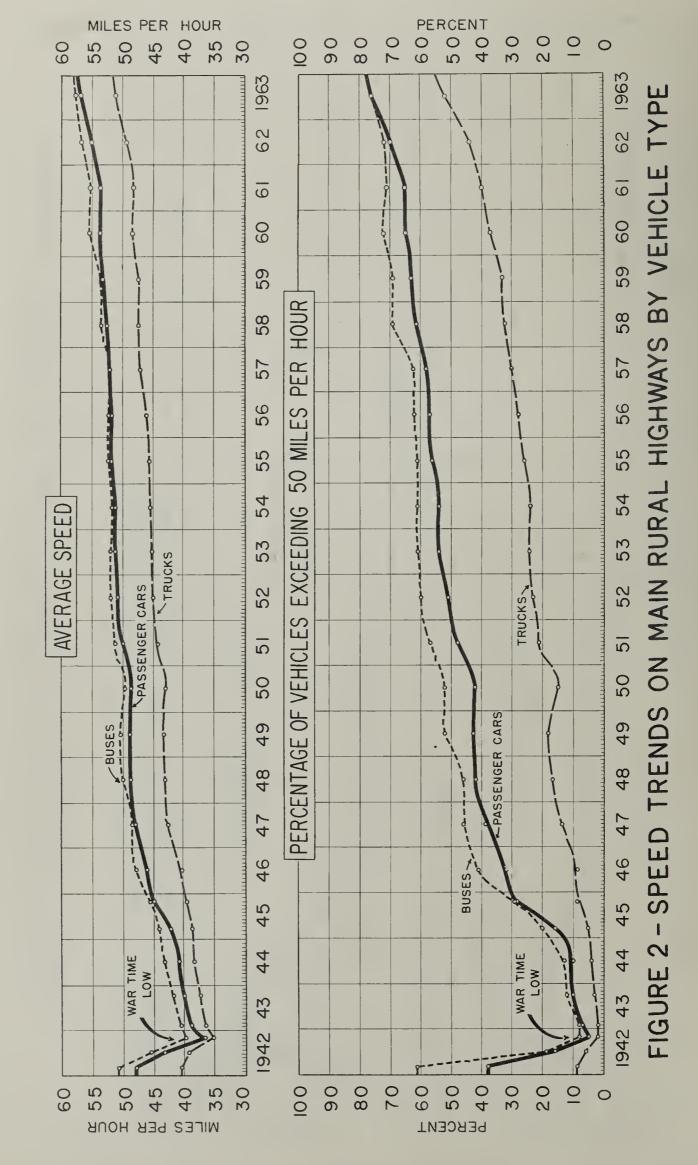


FIGURE 1-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

TINDAME



U. S. DEPARTMENT OF COMMERCE John T. Connor, Secretary



BUREAU OF PUBLIC ROADS Rex M. Whitton, Administrator

TRAFFIC SPEED TRENDS

Washington, D. C.

March 1965

Twenty-seven States have reported the results of 845 speed studies conducted during 1964 on level tangent sections of main rural highways during periods of relatively low traffic densities when most drivers can travel their desired speeds. The results, which include observations of 359,401 vehicles are summarized in table 1, enclosed. Also enclosed is table 2 which revises table 1 of the Traffic Speed Trends, March 1964, by including additional data received for the period ending December 31, 1963. Figures 1 and 2 show speed trends separately by regions of the country and by vehicle type.

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APP 1 1065

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THE PRESE

55.5 5.7 5.7 5.8 5.7 4 6.7 5 6	<u> </u>		020 020				0800 904	4	4 0			All	81 7 88 88 88 82 7 82 85 95 95 95 95 95 95 95 95 95 95 95 95 95	Perce 74 78 78 78 91 34 34	[[[]		<u></u>	. 8870 = 78			E :	. 4 = 5 4 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	- L 9 8 0 9 4		Bus
58.4 51.5 54.1 54.2 54.2 54.2 54.1 54.2 <th< td=""><td></td><td></td><td>86 1</td><td> +</td><td></td><td> </td><td></td><td>S 98 S 98 CENT</td><td></td><td>2</td><td>94 100 90 ESTEI</td><td>80 87 87 R</td><td>65 82 82 82 82 82 82 82 82 82 82 82 82 82</td><td></td><td>81 100</td><td>92 74 09</td><td>80 80</td><td>50 57</td><td>94 65 65</td><td>556</td><td></td><td></td><td></td><td></td><td></td></th<>			86 1	 +		 		S 98 S 98 CENT		2	94 100 90 ESTEI	80 87 87 R	65 82 82 82 82 82 82 82 82 82 82 82 82 82		81 100	92 74 09	80 80	50 57	94 65 65	556					
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IN EXCESS OF VARIOUS SPEEDS FOR THE PERIOD FROM IANITARY 1963 TO DECEMBED 1963 ADDIVIDED.	THE PROPERTY OF THE PROPERTY IN THE PROPERTY OF THE PROPERTY O
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Table 2AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF	

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		Average	Average speed												Speed	exceeded	ed									
						35 m.p.h	.h.d.		4	40 m.p.h.	ب		45	m.p.		_	0	m.p.h.			55 m.i	m.p.h.			40 m 04	
region and State	= A	P.C.	T. K.	Bus	= A	P.C.	Ĭ.	Bus	AII P	ن	TK. B	Bus All	II P.C.	C. TK.	. Bus	A	P.C.	Ŧ.	Bus	I W		-	Bus ,	AII P	i i	TK. Bus
		Miles	per hour	5										Perc	Percentage		of Vehicles			1				4		
									EAST	FERN	REGIONS	SNO														
NEW ENGLAND: Connecticut Maine New Hampshire Rhode Island	25.55 4.58 3.88 6.4	52.25 52.29 52.9	51.8 53.4 50.7	2.62.52. 47.62.82	8888	8888	% <u>8</u> 88%	8888	3888	8888	2828	4888	88288	88388 7884	2882	3822	28%2	8848	2882	8488	23844	4985	24887	52858	3484	200°
MIDDLE ATLANTIC: New Jersey New York. Pennsylvania	43.4 43.4	47.8 58.7 44.3	46.1 55.2 41.0	4.00 4.00	858	888	88%	288	853	~ <u>~~</u>	49088		4 978 7 64 7 64	4827 23562 23582			485	822	<u> </u>	,	- ω _Σ ν	46%	0 % 5		7 ~3-	27 - 4
SOUTH ATLANTIC: Florida Georgia North Carolina South Carolina Virginia	55.50 55.20 55.20 55.20	8.08.88.88 6000	2.5.8.2.3		88888	88888	82888	82288	28888	8,8888	82883	85828	882588	23888			\$2%KS	48288	88888	, 2%88%	54884	25,5487				0 4420-
Average	: -	2.0	20.0	<u>7</u> 2, 8,	8	8	26	26	8	8					_		8	47	65	42	8	27	┼	1_	2 2	6
							Ü	CENTRAL	AND AND	WESTE	ERN RE	REGIONS		-				_	1				4	4		$\frac{1}{1}$
EAST NORTH CENTRAL: Indiana. Michigan. Wisconsin.	5.5.9 5.6.9 1.00	59.3 58.0 58.3	51.2 49.9 49.9	58.2	888	888	888	182	328			188	258 89.28 32.82	2888	188	25.7	823	525.2	188	52.25	232	29 21 21 21	787	884	824	0279
Mississippi	53.0	55.0	48.2	58.2	%	26	8	8	8	&	6 92	2 2	الا الا	 &	87	49	59	26	2	~	42	13	2		 8	<u>س</u>
nnsas nnesota ssouri braska rth Dakot	57.5	57.55 57.26 57.28 57.28 57.28	522.24 7.352.34 7.36.36 7.36 7.36 7.36 7.36 7.36 7.36 7	. 55.08 . 5.09 . 7.09 . 1.09	8888888	<u>888</u> %888	\$889888 \$889888	18888 18	2822888	288288	95 95 96 97 97 98 98 100 100	8828288	2828282	 6838288		2873888	2882982	¥&%±888	18875	44884Y 4484 4484 4484 4484 4484 4484 44	2222322	72227824 	786.23	3692927 5884784	%&%%%%% %&%%%%%%	48427.52
Aransas	2.03.5 2.03.5 3.03.5	58.5 61.4 60.7	53.7	53.8 69.8 8-8	% <u>88</u>	<u>\$88</u>	888	888	848	~888 ~~~~	%2% %2% %6%		8 % 8	28 %	₹ 88	38 69	888	38 85	8 88	51	788					51 52 66
MOUNTAIN: Arizona Calorado Idaho. Nevada Utah New Mexico	?????????? %-446876	%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%	22.22.22.22.22.22.22.22.22.22.22.22.22.	28.82.82.22 80.440.604	8888888	%8%88888	8288888	55%55588	88888888	%%%%%% %%%%%%% %%%%%%% %%%%%%% %%%%%%% %%%%	83288338	88888888	8%2%%2%	283288888	<u> </u>	88288383	8823888	88438488	8832288							2
PACIFIC: Oregon Washington	<u>2</u> 2,2,	55.1	48.0		8:8	28	.88			- 66 	22 130		82	88	18	38	R R	£4 	18							
Average	57.1	58.6	51.9	61.2	8	8	88	66	6 /6		93 97	_	8	8	ಜ	76	8	38	22	┼	1	\perp	-	4	-	55
									AL	L STAT	TES							1	-	1	$\frac{1}{1}$	-	4	_	-	
Average	55.8	57.1	51.3	58.1	8	8	8	8	5 6	96 91	1 95	8	8	82	86	72	78	क्ष	1	52	58	29 6	89	2	-	10
- indicated data not available.										-	1	-							-	4	4	-	-	4	4	

Table 3.—AVERAGE SPEEDS AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY_196

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Š ė	Type of highway	◀	Averaç m.	Average speed m.p.h.	ed		Percent aver 35 m.p.h.	t ave		٣	Percent over 40 m.p.h.	over.h.		Perce 45 r	Percent aver 45 m.p.h.	er		Percent over 50 m.p.h.	t ove .p.h.	h.	Per 5.	Percent over 55 m.p.h.	۲ er		Percent aver 60 m.p.h.	60 m.p.h.	ō.
C D		All	P.C.	⊢ K	Bus	= A	P.C.	ı. K	Bus	AII	P.C.	TK.	Bus All	P.C.	.; 	Bus	A A	P.C.	¥.	Bus 4	All	P.C. T	TK. Bus	IS All	P.C.	\ \	Bus
27	Main rural	55.6	56.9	50.9	57.3	8:	8	26	8	8	95	8	94	8	68	77 88	R	75	ಜ	78	52	28	31 6	65 30	38	=	
27	Rural Interstate completed	59.6	61.2	53.7	9.09	8	9	8:	8	8	8	95 9	97 9	95 97	7 87	2 8	85	8	29	&		2		80 46		17	
71	Rural Interstate nat completed	54.6	55.5	50.2	56.4	8:	8	26	8:	ಜ	95	87 9	22		× 	8	67	2	8	20	48						
	Urban Interstate campleted	52.8	53.7	49.4	55.3	86	8	95	8	8					- K			2	4	. 59	2 88						
	Urban Interstate nat completed	45.6	46.2	43.1	47.9	8	88	83	. 78	62	2		72 45					25	7	33	1 4						
2	Suburban Interstate campleted	53.6	8.4%	50.6	59.6	8	8	8	8	26	86		8 00					74	28	8	38			- 7			
	Freeways and Toll Roads:																				<u></u>						
	Connecticut Freeways	54.7	54.7	1	1	90	8	ı	1	8	00	1	<u></u>	0 100	- 0	1	8	8	I	ı	38	38	- 1	9	- V		
	Connecticut Turnpike	59.8	0.09	58.5	8.	8	. 8	100	8	8	100	00 100	0 2 0		0 100	<u> </u>		8	8	8	91			34			33
	Indiana I-80 ToII	57.5	59.6	52.7	ı	90	8	8	1	8	100	8	_ 95	5 9%	6 94	-	87	92	75	ı	65				_		
	Main Turnpike	48.1	1	1	1	8	ı	1	ı	8	1	I	69 -	0			%	! !	1	ı	12	_					
	Michigan Freeways	60.4	62.4	51.4	60.7	8	8	8	8	88	8:	97 9	97 95	5 96		3 95	8	8	62	88	72	8	24 77		<u>-</u>		
	Nevada Freeways	56.0	58.2	50.6	8.0	8	8	8	9	8	901	98 100	- - - - - -	8 	<u>م</u> 8	<u>8</u>	8	32	2	001	- 27						
	New Hompshire Turnpike	63.5	83.8	58.0	58.0	8	8	8	8	8	100	90 100	00 100	0 100	0 0	001	- 25	%	8	8	8		76 100	0 65			
	New Jersey Garden State Parkway (urban)	51.9	51.9	1	1	8	8	ı	1	8	8:	1	8	 8		1	89	88	- 1	1	32	33		_ 15			
	New York Thruway	67.3	63.5	57.9	65.7	8	8	8	90	8	001	001	00 100	00 100	0 0	9 18	88	8:	ಜ	8	- 83	95 7	76 100	0 3	 8	45	% —
	Oklahama Turnpikes		63.9	56.3	4.7	8	8	8	8	8	9 001	95 100	8	001 6	0 2	9	8	%	75	<u>8</u>	88	22 6	001 190	0 61		21	67
	Oregan Freeways	58.7	63.2	49.8	1	8	8	8:	ı	8	6 001	 	- 3	2 98	8	1	74	ಜ	35	1	57	83		- 42	2	_	
	Pennsylvania Freeways	44.6	45.6	42.8	46.4	94	%	8	8	23	77 6	65 80	0 47	7	3 35	59	12	17	5	=	က	4	2	5 0	_	0	
	Rhode Island Freeways	57.2	57.6	55.8	59.4	8	8	8	8	<u></u>	<u>0</u>	00 100	0 38	8	3 95	8	88	8	83	8	<u>.</u> اج	2 5	59 87	7 39	42		52
	Rhode Island Freeways (urban)	51.6	51.9	50.2	54.5	8	8	8	8	%	6 96	94 100	<u>8</u>	4 85	8	8	61	62	52	8		_					_
	Texas Ft. Worth-Dallas Tumpike	67.9	64.3	8.8	68.0	8	8	8	8	<u></u>	<u>8</u>	98 100	8	9 100	94	3	ಜ	26	28/	8						78	
	Texas Stemmons Freeway	53.7	55.0	52.1	56.0	90	8	8	8	26	86	96 100	0 0	0 94	88	8	89	92	29	<u></u>	43	52 3	32 60	=	15	9	
	Rural Secondary	48.4	49.4	45.8	45.7	8	8	87	8	7	8	72 83	3	. 67	-22	<u>ک</u>	4	47	83	 93	79	78	15) 12	13	- 5	
	Urban Primory	41.0	41.4	38.7	44.2	7	2	8	2	25	\frac{\frac{1}{2}}{4}	45 60	0 35	37	7 24	28	-81	8	-01				2 13		2		
ر ا	Urban Secandary	33.8	34.0	33.0	31.8	33	37	8	91	2	=	01 9	0 2	2				0	0	0	0					·	
5	Suburban Primary	47.1	48.1	4.8	49.3	94	%	16	8	78	81	89	58	8	42		31	%	8				———			, w	
<i>J</i> ,	Suburban Secondary	2	7 13	C 0/	()	č	2						_	_	_	_				_	_	_		_	· -	_	_

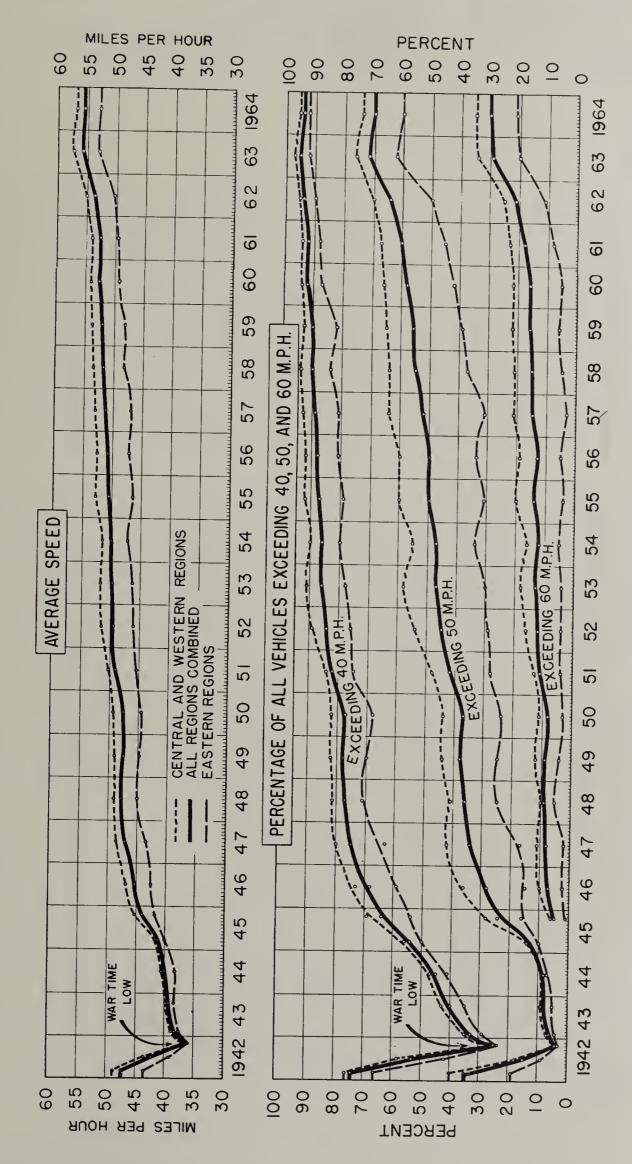
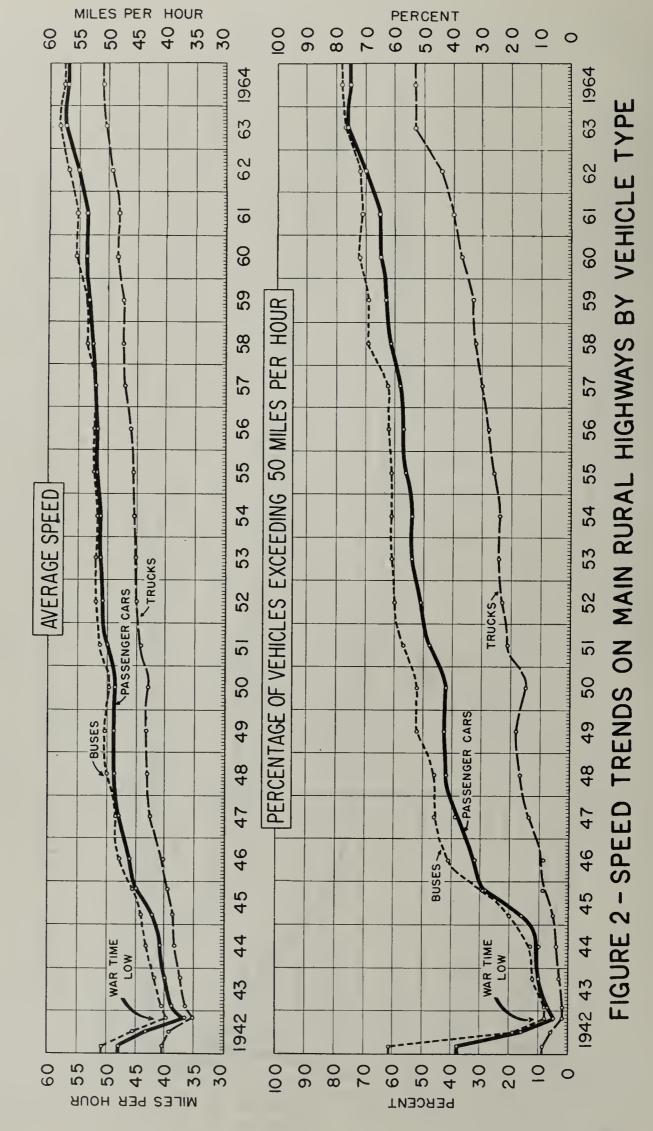


FIGURE 1-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

THURBE



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S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS WASHINGTON, D. C. 20591



TRAFFIC SPEED TRENDS

October 1967

Speed data from 35 States in 1966, 37 States in 1965, and 35 States in 1964 have been summarized in the enclosed tables. This report continues the annual publication of speed data collected by the States and summarized by the Bureau of Public Roads since 1942, and last published in March 1965. The data have been collected on level tangent sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities are sufficiently low that most drivers can travel at their desired speeds. The continuing upward trend in the speeds drivers desire to travel is illustrated in figures 1 and 2, which show speed trends on main rural roads, by regions and vehicle type, respectively, from 1942 through 1966. The detailed data for 1964-1966 are listed in five tables showing average speeds and percentages of vehicles, by type, exceeding speeds from 35 m.p.h. to 60 m.p.h. in 5 m.p.h. increments by region and State.

Figure 1 shows that the average speeds of all vehicles in the eastern regions continue to be lower than the national average, while the average speeds in the central and western regions remain higher. From 1955 to about 1960, the averages have been converging towards the national average, but since then the central and western regions average speeds have consistently been about 1 m.p.h. higher than the national average and the eastern region about 3 m.p.h. lower than the national average. A marked increase in the percent of vehicles traveling over 60 m.p.h. is evident since 1960. During this period, many Interstate projects, started in the late 1950's, were opened to traffic and speed data included in the States' speed studies. In 1966, 38 States had a maximum daytime speed limit for passenger cars on the rural Interstate System that exceeded the maximum daytime speed limit on other rural highways by 5 m.p.h. or more. Increases of average speeds, therefore, are likely as the mileage of completed Interstate increases, with a leveling off occurring as the Interstate System nears completion.

Figure 2 shows clearly the difference in speeds of the different types of vehicles. In 1965 for the first time, the average speed of passenger cars exceeded that of buses, on main rural roads, by a noticeable amount. From 1953 to 1959, the difference in average speeds between buses and passenger cars never varied by more than one-half mile per hour, while the percent of buses traveling over 50 m.p.h. was substantially greater than that of passenger cars. Since 1962, however, the percent of passenger cars traveling over 50 m.p.h. has been steadily approaching the percent of buses traveling over 50 m.p.h., but not until 1965 and 1966 did a higher proportion of passenger cars travel above 50 m.p.h. than did buses. Thus, the proportion of passenger cars traveling in the higher speed ranges has been increasing substantially while the speed distribution of the buses has remained relatively

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stable. Since 1946, the average speed for trucks has been consistently lower than the average speed of passenger cars by about 6 m.p.h. Although in 1963 a sharp upward shift in the percent of trucks traveling over 50 m.p.h. is evident in figure 2, the more moderate increase in the average speed reflects the counter effect of increases in the number of trucks traveling in the slower speed ranges.

Tables 1a, 1b and 1c show speed data by State and regions for main rural roads in 1966, 1965 and 1964, respectively. Tables 2a and 2b include 1966 and 1965 data, respectively, for various highway categories. Table 1c revises table 1 of the Traffic Speed Trends, March 1965, by including additional data received for the period ending December 31, 1964. Data are shown by State for all States providing speed trend data. The data of some individual study sites are included in more than one category. The main rural category includes data from the study sites of both completed rural Interstate and for rural Interstate traveled-way sections. Interstate traveled-way includes roads and streets that have not been upgraded to full Interstate design standards but are adequate for present traffic, and those older sections of existing roads and streets that are presently serving the Interstate traffic in Interstate corridors. The individual study sites of the freeways and toll roads are also included in their respective categories.

Tables la-lc show that the average speeds for passenger cars, trucks, and buses were 58.8, 52.6 and 58.8 miles per hour (m.p.h.), respectively, in 1966. In 1965, the average speeds were 57.8 m.p.h. for passenger cars, 51.8 m.p.h. for trucks and 57.4 m.p.h. for buses. The average speeds in 1964 were 57.3 m.p.h. for passenger cars, 51.0 m.p.h. for trucks and 57.8 m.p.h. for buses. The reported average speeds for all vehicles in 1966, 1965 and 1964 were 57.3, 56.4 and 55.9 miles per hour, respectively. This increase is due to the improvement in both vehicles and highways in the past 20 years and continues the trend toward higher speeds that has persisted in the post World War II years.

Tables 2a and 2b, which summarize speed data by highway category, illustrate one advantage of the high design standards used on the rural and urban sections of the Interstate Highway System. In both years the vehicles on the completed Interstate System traveled at speeds averaging 5 to 6 m.p.h. faster than average speeds on the existing Interstate traveled-way sections which have not been improved to Interstate standards.

Table la shows that the average speed for all vehicles in 1966 for the eastern regions was 54.8 m.p.h., 3.9 m.p.h. less than the central and western regions. Table 2a, however, shows that on four toll roads average speeds in excess of 60 m.p.h. were observed and on three average speeds exceeding those in Arizona, with the fastest recorded speeds in the western region in 1966, were observed. Although the data are limited, this relationship would seem to indicate that throughout the country, where safe facilties are available, the majority of drivers desire to travel at speeds exceeding 60 m.p.h.

Additional data for some highway categories shown in tables 2a and 2b are needed to provide better national coverage. Efforts are now underway to provide more comprehensive coverage by characteristics of vehicle, roadway, and driver, and to develop summaries which can be related more directly to highway and street operation in rural and urban areas.

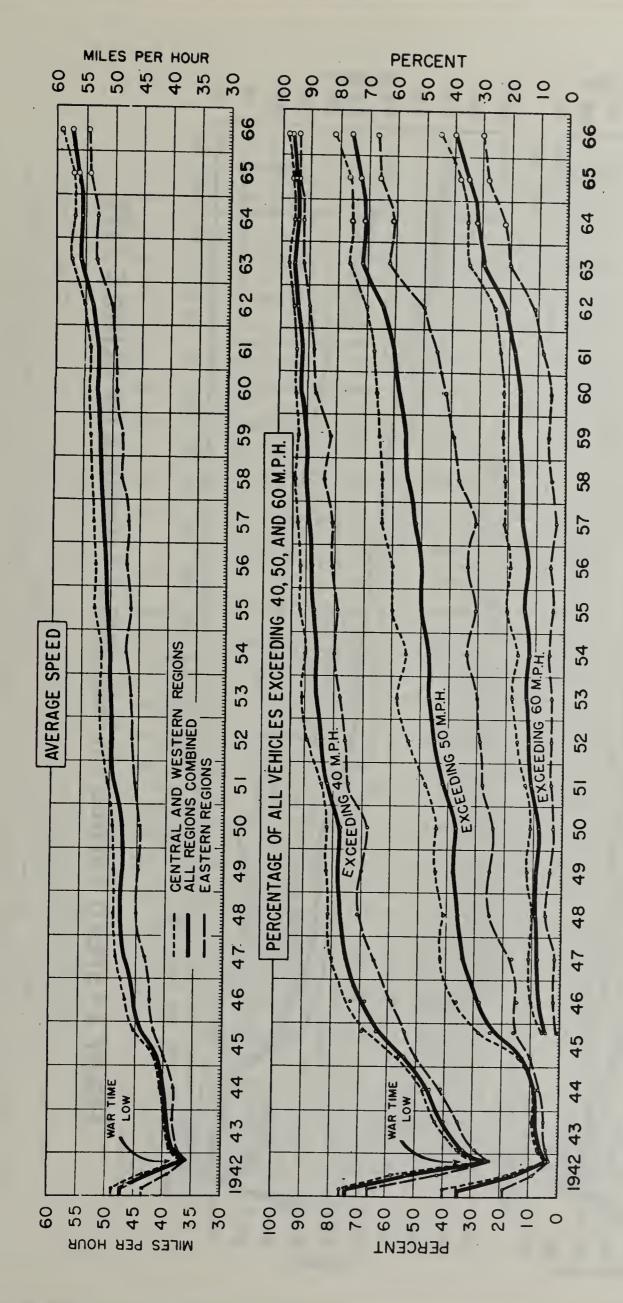
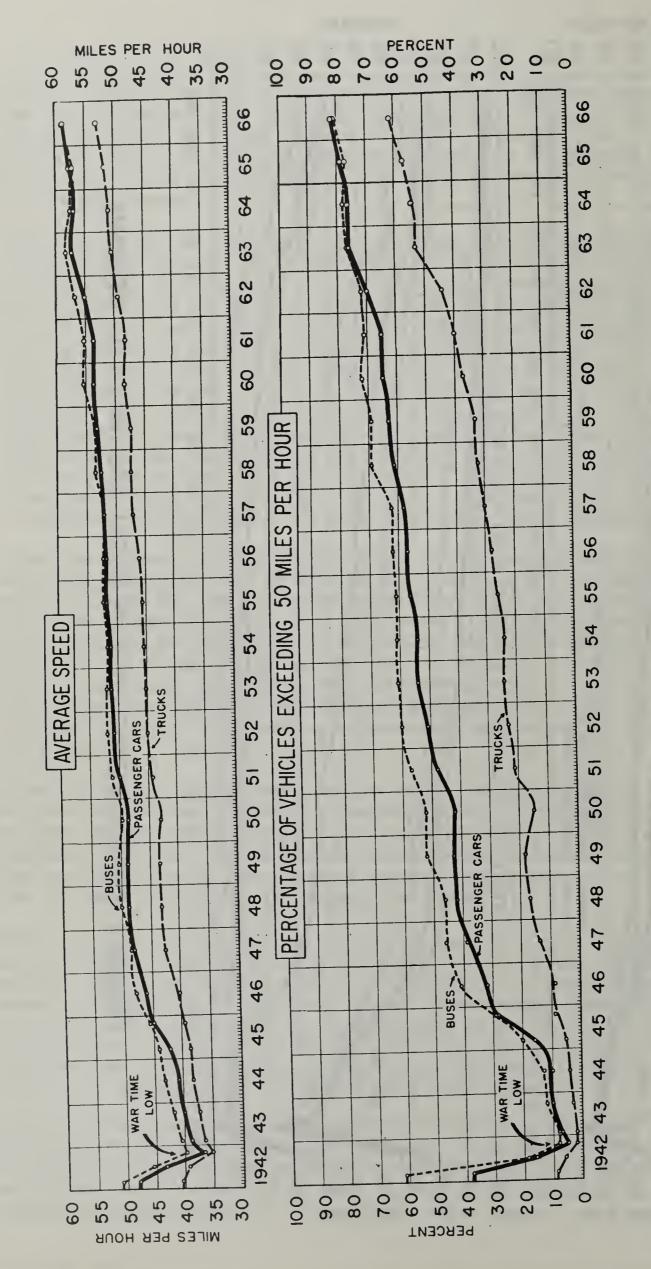


FIGURE 1-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS



GURE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE L

Table la.--Average speeds and percentages of vehicles traveling in excess of various speeds on main rural roads from January 1956 to December 1965

	I	Average	- Street								I	I			naado	namaaara n										
De re Company		P				35 =- 3	m.p.h.			₩O B.P.	р.		-	45 m.p.h	į		8	m.p.h			55 1	m.p.h.			8	.p.b.
aning put northau	7	P.C.	Ä.	Bus	77	P.C.	TX.	Bue	A11 P	.c.	TK. B	Bus A	ALL P.C.	C. 3	C. Bu	4	1 P.C.	¥	2	1		Ä	Bus	1	P.C.	K
		Miles p	per hour				1							ı	ercent	Jo ag	vehicle									
											EASTER	EASTERN RECIONS	MS													
Connecticut Connecticut Maine Mew Hampshire Rev Esland	¥224 20001	¥2284 6.6.44	53.3 53.3 53.6	53.4 59.5 59.6	8888	8888	8888	*888	2882	2882	3833	8888	88 7.9 8	88 88 88 92 88 88 88 88 88 88 88 88 88 88 88 88 88	95 98 95 100 100 100		2555 4854 4854	8.828	188,93	20 M 35	42×4	2284	8238	3 L F.8.	8 E. 57 W	# ខេង
MIDDLE ATLANTIC: Bev Jerecy Bew York Pennsylvania	79.5 79.5	50.1 59.9 48.0	\$7.5 \$6.8 \$4.5	48.2 60.8 146.8	888	888	888	888	88%		288 	*8*	288 2884 698	3 8 8	7.84 1.84	~~~~ %	3228	#5# #6#	<i>ጹ</i> ጸ <i>ጹ</i> ————	. 3E3	R48	নঙ্ক	#38	63.6	∞ % ⊢	m ta
FLOTIGA GEOTELA ROTH Carolina Bouth Carolina Virginia	59 74.3 58.0 58.0 59.0 60.0	25.55 5.55 5.55 5.55 5.56	84425 84425 8445 8445 8445 8445 8445 844	4.88 6.3.8 5.9.0 6.9.0	8 - 88%	8 - 88%	8.888	888	8,858	<u> </u>	3888.18		48258 48258 483588		\$3,84 \$4,843	×2848				52013	22878	13 52 5	- t885	<i>ទ</i>	₹% ₫ %%	ភ្លួយជ្
Average	54.8	55.8	52.2	56.8	83	8	8	8	ま		92 9	8	83 87	-	76 89	67	4	27	5	84	53	ま	19	8	南	77
										CENTRAL	1	WESTERN	REGIONS			-	-	-								
EAST WORTH CENTRAL: Indiana Michigan	59.1	62.0	53.8 51.6	58.5	929	88	88	18	8.8	8%	88	18	23		25.0	889	3.8	67	12	85.0	85	3 28	63	1873	8:4	٦°
MAST SOUTH CENTRAL: Tennessee	1.84	49.5	2.4 1	50.7	až	28	2	2	Ę			 ಕ,	 %		-8	<u>-</u>		*	<u>\$</u>	#	\ \	17	7	8	*	
MEST NORTH CENTRAL: LOW. KARAES Minnesova Missouri Messuri Mebrash North Dakota South Dakota	50.00 50.00	603.9 62.0 62.4 62.4 62.4 63.4	8444488 2544488	62.2 61.3 61.2 62.0	888888	888888	8888888	1888818	#8888 8		8.8285 2882825		**************************************						\$. 228 B .	298787W	7888384 4	がかるながれた	888.4	2837887	8827288	8486680
FEST SOUTH CERTRAL: Arkenses Ottahone Texas	55.3	57.6 61.6 61.0	52.2 55.0 74.9	60.3 60.5	888	888	888	999	8 88		888 888									1422	すま と	- ଅପ୍ଟ	K5%	, % 2 3	X 58	ជនន
ATIONS Colorado Colorado Idaho Wontana Newada Utah	50.00 50.00	6.88.6.48.6.4 6.88.6.48.6.4	557.3 55.3 50.9 83.8 83.8 83.8	75558 8657 8757 8757 8757	8.888.8	88888	88282.2	88888 9		8.888.8	82888.8 828839.8		2288888 528888	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		<u>488888</u>	8.8 \$ \$ \$ 3 3 3	£% 9 \$%\$	888888	\$577£88	7788375	8388488	8824284	2547755 254775	2 K F 8 8 3 8	*845454
PACIFIC: California Oregon Washington	58.7 55.2 57.4	61.4 61.0 59.1	51.9 49.4 53.9	56.8	888	888	888	8	% 5%	888	338 3		288 288	981		873	864	888	8 2 , ,	62.55	278	8-8	8.,	288	884	9 7 4
Average	58.6	₹.09	52.8	0.09	8	86	97	8	97		26 35		8	ಹೆ	6 93	8	8	63	85	65	74	98,	15	2.	B	9
											AE.	STATES														
Average	57.3	58.8	20.5	9 82	8	8	9	1	1	- Y		H		-	-	-	-	-							1	ŀ

Table 1b.--Average speeds and percentages of vehicles traveling in excess of various speeds on main rural roads from January 1955 to December 1955

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##se per hour	40 m.p.h.	_	45 11	п.р.р.			50 m.p.h	ų.		25	a.p.h.	-		8	a.p.n.	-
##se per hour ##se per per per per per per per per per pe	P.C. TK.	Bus All	P.C.	æ.	Pus	VIIV	P.C.	TK. Bus	4	P.C.	¥.	Bus	4	P.C.	Ä	Pag.
54.2 54.2 54.2 54.2 54.2 54.2 54.2 54.2 54.2 54.2 54.2 55.3 55.3 55.3 55.4 55.2 55.3 55.4 55.2 55.3 55.4 55.2 55.3 55.4 55.2 55.3 55.4 55.2 55.3 55.4 55.2 55.3 55.4 55.2 55.4 55.9 55.2 55.4 55.9 55.2 55.4 55.9 <td< td=""><td></td><td></td><td></td><td>Perc</td><td>Percentage o</td><td>of vehicles</td><td>cles</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>				Perc	Percentage o	of vehicles	cles									
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58.2 60.3 53.1 100 <t< td=""><td>8</td><td>92 83</td><td>88</td><td>11</td><td>đ</td><td>8</td><td>70</td><td>55</td><td>72</td><td>47 51</td><td>33</td><td>88</td><td>88</td><td># —</td><td>15</td><td>\dashv</td></t<>	8	92 83	88	11	đ	8	70	55	72	47 51	33	88	88	# —	15	\dashv
58.2 60.3 53.1 - 100 100 - 98 98 98 100 100 98 100 100 98 100 100 98 100 100 98 100 100 98 100 100 98 100 100 98 100 <	CENTRAL AND	D WESTERN RECIONS	BCIOUS				ļ		-	-	-	-	-	-	-	ŀ
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55.6 58.6 169.1 - 1.00 99 - 97	\$	88888888	2388288 	35887285	88848988	882585488	2388888	₹8342	22485488	75-7-5-6-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7	24388858 24388585	88486848	453888555 453888555	2 £ 8 £ 9 £ 8 £		
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		ALL STATES							-	-	ŀ	ŀ	H	\vdash	ŀ	
Average 56.4 57.8 51.8 51.4 99 99 97 97 99 95	95 98 92	92 8	98	8	89	73	6	57	11	9 99	62 34	- 65	*	04	15	

Table lc.--Average speeds and percentages of vehicles traveling in excess of various speeds on main rural roads from January 1964 to December 1964 (revised)

17 17 17 18 18 18 18 18			Average	ge speed												Ş	Speed exc	exceeded										
1	Region and State				-		35 p	a.p.b.			#O ⊞	ъ.н.).b.	-			p.	-	150			-		B. D. B.	
Care		4	P.C.	Ä	Bus	TQ.	P.C.	Ä	Bus	77		Ä.	Bus		P.C.	\vdash	-	-	-	-	+		`	-	13	D d	Ě	
				per bou	13											Percer	4		les	-	-	1	┨	-	-			
												EAST	ERN REGI	TONS														1
1	W ENGLAND: Connecticut Maine Bew Hampshire Rhode Island	53.7 55.8 53.0 53.0	53.5 53.5	52.0 51.4 51.0 51.7		8888	8888	58.88	8888	8888	2222	£8.£23	8828	79 88 82 87	88 88 88 88		87.88								2000年	2388	°##;	!
THE COLOR OF THE C	DDLE ATTANTIC: New Jersey New York Pennsylvania	47.3 57.0	1,7.9 57.5 1,6.0	16.1 53.6 12.0		888	888	%8,₹	888	888	28.k	£88	888	643	£28		288								d	2 -4	र लहें	
The control of the co	OTB ATLANTIC: Ceorgia North Carolina South Carolina Virginia	35.7 53.9 53.9	56.7 57.8 56.9 55.9	49.8 53.4 52.1 48.5		- 866	, 90 00 00 00 00 00 00 00 00 00 00 00 00	. 888	100	***	8888	2888	8488												2888	^	- FR4	
Command and part Command and	Average	53.2	7.2	50.1	55.2	8	8	88	97	93	ま	89	8	-	a	 	-	-	-	-	+	-	+-	+-	্ব	त्रं	of of	
10 10 10 10 10 10 10 10											CENT				MS				$\frac{1}{1}$		$\left \cdot \right $							
######################################	ST NORTH CENTRAL: Indiana. Hichigan Alaconsin	59.5 55.6	61.5 57.7 57.8	54.1 49.6 49.8	57.2 55.6	888	888	828	- 88	888	888	-	188			<u> </u>			-	ļ	-		858	699	288	62 11 12 12	19	
23.1 53.6 44.1 5.2 1100 100 100 100 100 100 100 100 100 1	dasiasippi	0.64	50.4	6.44	1.8.7	8	ま	87	88	72	F	57	8										-	8	-	60	7	
Section Sect	or worth Central Gness finesota finesota finesota febraska forth Dakota	28 88 88 88 88 88 88 88 88 88 88 88 88 8	55.5 59.5 59.5 59.5 59.5 59.5 59.5 59.5	52.2 53.7 51.6 53.0 53.0	59.3 57.9 58.6 60.3	888888	8888888	8888888	- 8888 - 8	*888888	8888886								-		\$58833% 	383+282	<u> </u>	- ## t t t : 6		1843387	~8~335;	, ו פטרוויקב פטיו
13.	T SOUTH CENTRAL: Transas Milahoma	52.7 59.1 56.6	¥88 	\$9.2 53.2 51.8	59.7 59.7 62.4	888	889	888	888	888	288										32₹ 	2 KB 8	£23	222	ଅନ୍ତ ହ	2 % = 2	भ ० त	4 ω <i>ι</i> ν <i>ι</i>
38.3 58.7 50.6 61.1 57 50.6 61.1 57 50.6 61.1 59.4 59 59.5 59.5 50.5 50.5 50.5 50.5 50.5 5	WTAIN: Tions olorado olorado ontans evada evada tah	888844884 6664866	599.5 53.5 53.5 61.7	481448 664 664 664 664 664 664 664 664 664	623 624 623 634 623 634 634 634 634 634 634 634 634 634 634	8888888	888888		8888888	8288388	8888888										2887793 3887793	388834 ·	አ ይያ <u>ፍ</u> ጽል አ	1888888	ያ ፠፞፞፞፞፞፞፠፠፠፞፞፞፞፞፞	3 33888	° 8977700	p
THERE	Lifornia alifornia regon	58.3 54.7 55.8	58.7	50.6 47.8 51.5	61.1	288	1888	888	85	888											2 22 2	288	302	٠. ټ	838 ¥	RRE \$	3 800	r- ∡ii
ALL STATES	Average	57.1	58.7	51.3	59.4	8	100	97	8	%	76						-	-	8	<u> </u>	82	88	Ħ	73	35	143	13	1 %
												ALL							-									\
			\rightarrow	51.0	57.8	8	8	76	8	95						<u> </u>	-	1 77	オー	182	53	8	8	67	3	27	2	3

Table 2a.--Average speeds and percentages of vehicles exceeding various speeds

Mo. of States	Type of highway		Percent over 35 m.p.h.	Percent over 40 m.p.h.	Percent over 45 m.p.h.	Percent over 50 m.p.h.	Percent 55 m.1	ant over m.p.h.	Percent 60 m.	rcent over 60 m.p.h.	H
1		All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C	TK. Bue	ק ק נוא	È	1
ક્ષ	Main rural	57.3 58.8 52.6 58.8	86 86 86	8 9 93 %	89 92 81 91	17	G	}		4	and
あ	Rural Interstate completed	61.5 63.2 55.6 61.9	100 100 100 100	86	8	3 8	200	<u>~</u>		2	51
19	Rural Interstate traveled-way 1/	55.3 57.0 51.1 57.3	7	2 1	?	26 28 28	2 78 86	53 86	26 67	25	65
ជ	Urban Interstate commisted		R	95 98 95	87 89 78 89	70 76 52 77	52 60	27 63	35	10	#
L.	Timber Table 1	72.3 53.1 49.4 56.2	% % % %	93 94 88 97	83 85 73 86	62 66 50 74	38 41	25 45	22	00	92
` (or ball inversed traveled -way =/	17.7 48.3 45.7 49.7	90 90 87 92	81 82 77 84	65 67 55 62	87 2 67 24	25 86	17			۲ ۲
m	Suburban Interstate completed	56.0 57.7 52.4 57.4	100 100 99 100	98 100 94 100	24 85 85 24 85 85	78 85 38 89	%	5			را د <u>ا</u>
	Freeways and toll roads:							}			ç.
	Connecticut freeways	59.5 59.5	100 100	100 100 -	100 100	8	- a				
	Connecticut Turnpike	60.5 60.9 58.8 61.6	100 100 100 100	100 100 100 100	100 100	8		3	36 36		, ,
	Indiana I-80 toll	59.3 61.4 53:2 -	100 100 100 -	100 100 98 -	88	47 74			20 1		<i>).</i> 9
	Maine Turnplike	2.99	100	100	100					T	
	Michigan freeways	61.3 63.4 52.8 64.4	100 100 100 100	99 100 97 100	97 99 90 100	89 94 55 97	74 83	3			. 0
	Mevada freeways	62.7 64.2 54.5 55.0	100 100 100 100	100 100 100	100 100	86 /3		26 100	73 82	- ₹ ₹	<u> </u>
	New Hampshire Turnpike	62.8 63.3 58.1 62.8	100 100 100 100	100 100 100 100	100 100 100 100	98) h
	Mew Jersey Garden State Parkway (urban)	58.3 58.3 1	100 100	100 100	86	95					
	New York Thruway	62.9 63.4 59.0 66.3	100 100 100 100		מנימנ			. ;			
	Oklahoma turnpikes	61.6 62.9 55.8 59.6 1	100 100 100 100	100 100	100	3 8	28 26	32 20			0
	Oregon freevays	61.7 67.2 50.7 - 1	100 100 100 -	300	30	\$ 8		3		2 	0
	Pennsylvania freevays	49.6 51.2 46.6 49.3	86	95 83 86	40 20	- 27 87 63	3 2	, ;	0 0		
	Rhode Island freeways (rural)	58.3 58.4 57.6 60.7 1	100 100 100 100	100 100 100	8	3 6		3 2			ο.
	Rhode Island freeways (urban)	52.6 52.9 51.3 57.1 1	100 100 100 100		87 81	t 82	2 %	2 8	000		0 (
	Texas Ft. Worth-Dellas Turnpike	63.4 64.8 57.8 64.7 1	100 100 100 100	100 100 99 100	99 95 100	97 83 1		3 ਰ			n 1
	Texas Stemnons Freeway	53.7 53.3 54.4 48.0 1	100 100 100 100	97 96 100 57 9	92 90 95 43	66 43		£ 2		० स	0 4
91	Rural secondary	4.6 50.7 47.0 45.4	92 93 89 87	82 85 78 62 6	69 72 63 32	51 55 40 26	%	5	71 71		
ភ		48.2 49.4 45.5 52.0	88 95 78 88	78 79 74 77 6	65 67 56 66	20 %		9 0			_
4	Urban secondary	31.2 31.5 29.8 25.7	32, 38, 8	14 14 13 0	7 7 7 0	, 0		y (-	<u></u> -	
~	primary	49.9 51.0 47.4 55.2	97 98 95 100	87 90 82 100 7	91	% #		2 2 2	0 %	0 4	
- -		44.3 45.2 40.7 39.4 8	82 84 57 85	62 63 42 57 4	43 47 29 17	. ส		3 0		<u> </u>	
1/ R	Rural Interstate traveled-wew includes manda						_	·		_	

1/Rural Interstate traveled-way includes roads, and urban Interstate traveled-way includes streets that are adequate for present traffic but have not been upgraded to full - Indicates data not available.

Table 2b. -- Average speeds and percentages of vehicles exceeding various speeds by type of highway - 1965 studies

No.		Average speed	Percent ove	ot over	Perc	Percent over	1	Pe	Percent	nt over	-	Percent 50 m.		over	Δ.	Percent 55 m.	1 14	over	Δ,	Percent 60 m.		over	1
States	Type of highway	All P.C. TK. Bus	All P.C.	TK. Bus	A11 P.	.c. IK.	Bus	7	P.C.	TK. Bus	E ALL	<u>ai</u>	C. F	. Bus	A11	P.C	¥.	Bus	A11	P.C	¥	Bus	1 1
*	Mein rural		66 66	99 79	8	92	8	88	8	8	68	73 79	51	77	55	62	ま	55	ま	07	15	77	
. %	Rural Interstate completed	60.6 62.1 54.7 62.0	99 100	99 100	8	9 97	66	8	8	91	- 35	88 92	742	8	72	81	747	92	51	57	21	9	
19	Interstate	55.6 56.9 52.8 57.8	8	97 99	\$ \$	6 91	8	8	89	1	<u>. رو</u>	77 77	7 52	2 79	55	69	27	- 62	8	35	6	37	
ដ	Urban Interstate completed	53.1 54.0 51.4 51.7	88	ま 8	\$ 8 8	& 	8.	82	85	73 7	162	63 67	64 2	9 53	242	9	25	0	8	23	11	17	Ť
₹	Urban Interstate traveled-way 1/	16.8 48.6 47.1 48.1	87 89	82 85	76	4 69	47	61	63	51	26	43 47		33 50	- 23	25	17	35	7	13		19	
ന	Suburban Interstate completed	54.4 56.1 51.4 56.1	99 100	99 100	8	99 95	100	88	92	82 100		77 07	7 57	7 70	3	53	8	55	13	30	음 	23	
	Freeway and toll roads:																						
	Connecticut freeways	59.1 59.1 -	100 100	1	100 100	9	ı	8	188	•		- 6		-	75	75		1	 	38	•	-	
	Connecticut Turnpike	60.7 63.0 58.6 60.7	100 100	100 100	100 100	00 100	87	100	700	100 100		8		8	95	ま	83	ಹ 	3	51	72	64	
	Indiana I-80 toll	54.4 56.2 50.7 -	100 100	100	100 100	8		95	26	126		80 85	2 69	- 6	- 2 2	69	35		23	37		1	
	Maine Turnpike	65.3	100	1	100	1	•	300	1	1		' &	•		92	1	·	1	-8	+	1	1	
	Michigan freeways	61.5 63.6 52.9 61.7	100 100	100	99 100	98	8	97	83	90 100		₹ 	t 67	7 91	75	85	33	8	55	9 9	6	12	
	Hevada freeways	57.5 59.9 51.9 65.0	100 100	100 100	99 100		90	8	88	93 100		86 95		73 100	65 0	73	8	8	43	2 26	13	8	
	New Hampshire Turnpike	0.09 60.4 57.4 64.0	100 100	100 100	100 100	0 0 0	907	8	907	100	100	<u>8</u> 8		85 100	62 0	9 81	63	8 -	∄	24	%	75	
	New Jersey Garden State Parkway (urban)	51.3 51.3	100 100	•	8	- 66	•	₫	ಹ	•		9	8	-	<u></u>	8	1		<u> </u>	6		-	
	New York Thruway	62.9 63.4 58.7 64.0	100 100	100 100	100 100	007	8	001	907	100	100	001	0 100	0 70	- 6	8	91	8	₫	8	3	78	
	Oklahoma turnpikes	61.2 63.1 56.0 63.7	100 100	100 100	100 100	007	8	8	8	95 16	8	-8	 &	83 100	95	5 91	26	8	17	1 78	표	8	
	Oregon freeways	58.8 63.1 50.4 -	100 100	1000	100 100		•	8	8:	ま		47	92 3	<u>'</u> ස	- 28	3 83		•	∄	8	0	•	
	Pennsylvania freeways	49.5 50.5 47.5 50.0	86	86	8	95 82	8	72	82	8	17	83	50 1	18 84 84 B	77	7 23	<u>د</u>	91	α 	 		<u> </u>	
	Rhode Island freeways (rural)	57.8 58.1 56.8 60.9	100 100	100 100	8	100 100	8	8	90	8	100	92	93 8	87 100	7 0	92 +	9	8	∄	4 45	35	7	
	Rhode Island freeways (urban)	53.1 53.4 51.4 57.6	100 100	100 100	97		8	8	87	81	100	63 6	88	2 8 2 8	% <u>→</u>	33	8	8	17	7 138	7	 	
	Texas Ft. Worth-Dellas Turnpike	63.3 65.2 58.4 66.3	100 100	100 100	700	100 100	90	88	83	8	9	ま	97 8	88 100	8	95	07	.8	62	2 74	31	8	
	Texas Stemmons Freeway	56.6 60.0 53.2 58.5	100 100	100 100	86	1000	8	ま	8	68	82	8	8	67 73	3 61	1 83	3 39	73	2 2	24 7	(C)	3	
87	Rural secondary	49.2 50.2 46.3 43.3	92 93	88	&	82 73	8	29	70	8	88	84	51 3	\$		3 31	177		13	3 16	9	₹.	
13	Urben primary	2.74 6.44 8.3 44.9 47.2	88	a b	92	78 70	2	62	65	53	59	143 1	147	_ 	38 2	62 -	15			3 14		27	
m	Urban secondary	33.1 33.6 32.0 25.8	%	8	8	20 15	00	7	ង	00	00	2	80	N	0	~	3 1	·		7	0	<u> </u>	_
7	Suburban primary	50.9 52.9 48.1 51.9	88	97 100	86	95 87	8	72	&	69	25	51	58	9 54	65 30	0 35	- 55	*	19	9 19	12	77	
N	Suburben secondary	45.0 49.1 43.5 49.0	कै कै	83 100	88	88	8	147	8	104	8	8	 &	83	77 0	17	7 7	0		6 7	ι	0	
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Interstate traveled-way includes roads, and urban Interstate traveled-way includes streets that are adequate for present traffic but have not been upgr
 Interstate design standards, and those older sections of existing roads and streets that are presently serving the Interstate traffic in Interstate corridors.
 Indicates data not available.

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1967 U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL, HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D. C. 20591



TRAFFIC SPEED TRENDS

April 1968

Speed data collected by 35 States in 1967 are summarized in tables 1 and 2. Speed data have been collected by the States and summarized by the Bureau of Public Roads since 1942. Data are collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities are low and drivers travel at their desired speeds. Figures 1 and 2 show a continuing upward trend in desired speeds.

A recent increase in average speeds and the percent of vehicles exceeding 60 m.p.h. is evident from figure 1. Data for Interstate projects opened to traffic are included. In 1967, 39 States had a maximum daytime speed limit for passenger cars on the rural Interstate System exceeding that of other rural highways by 5 m.p.h. or more. Increased average speeds are likely as the mileage of completed Interstate increases.

As shown in figure 2, the average speeds and percent of vehicles exceeding 50 m.p.h. for buses and passenger cars are nearly the same. The average speed for trucks remains about 5 m.p.h. below that of passenger cars.

Speed data are summarized in table 1 by State and regions for main rural roads. Table 2 includes data for various highway categories. Both tables 1 and 2 now show values for speeds over 65 m.p.h. The main rural category includes both toll and free sections of completed rural Interstate, rural Interstate traveledway, and other primary roads. The Interstate traveled-way consists of those roads and streets which furnish connections between completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. Table 1 shows annual increases in 1967 for average speeds of 0.7 m.p.h. for passenger cars, 0.5 m.p.h. for trucks and 0.6 m.p.h. for buses. The average speed for all vehicles of 58.0 m.p.h. is 0.7 m.p.h. greater than in 1966. With improvements in vehicles and highways, 12 percent of all vehicles now travel 70 m.p.h. and over, approximately the same proportion exceeding 60 m.p.h. in 1957. During this ten year period the percent of vehicles exceeding 60 m.p.h. has tripled. Table 2 shows that average speeds on the completed portions of the Interstate System are greater by 5 m.p.h. or more than on the existing Interstate traveled-way sections.

Efforts are continuing to provide comprehensive coverage by characteristics of vehicle, roadway, and driver, needed for operational studies of rural highways and urban streets.

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1.--Average speeds of vehicles and percentages of vehicles traveling in excess of various speeds, on level, straight sections of main rural roads, including the Interstate System for 1967. Table

		Average	Speed									Sp	Speed exc	exceeded		-			Ļ					
		9			35 m	п.р.h.	10 m	m.p.h.	54	п.р.h.	5	50 m.p.h.		55 1	ш.р.h.		60 m.	ш.р.h.		65 ш.р. Ь	h.	7	70 m.p.h	h.
Region and State	T.	ъ.с.	Ħ.	Bus	All P.C.	TK. Bus	All P.C.	TK. Bus	All P.C	C. TK. Bus	s All P	.c. TK.	Bus All	n P.C.	TK. B	Bus All	P.C.	TK. Bus	All	P.C. IK	. Bus	All P	.c. TK	. Bus
		Miles 1	per hour	\$4								Percentag	tage of	f vehicles	les		ļ							
									EASTERN	N RECIOUS														
NEW ENGLAND: Connecticut Maine New Hampshire Rhode Island	45.05 5.05 5.05 5.05 5.05	55.5 59.5 54.4 56.0	52.4 53.8 52.4 52.3	56.7 59.7 55.9 60.5	801 801 801 801 801 801 801 801 801 801	100 100 100 100 100 100	100 98 98 94 94 98 98	100 100 94 98 92 100 97 100	23.8 23.8 21.8 22.8 23.8 24.8 24.8 24.8 24.8 24.8 24.8 24.8 24	5 92 98 4 83 86 6 81 91 2 88 100	83 60 72	82 74 83 68 61 55 79 71	1882	64 69 68 67 44 44 56 61	48 48 49 49	% # 22 % 22 % 22 % 22 % 22 % 22 % 22 % 2	2573	8138K	385.	51 57 77 - - 17 33 15 -	0 283	~ # # -	8 27.4	0 0 0 ′ч ′ ~ 0 0 °∓ ′
MIDDLE ATLANTIC: New Jersey New York Pennsylvania	19.5 59.0 1,8.7	50.7	47.7 9.63	48.4 59.8 50.4	99 100 96 100 98 98	98 100 100 100 95 92	388 388 388	888 388	82 87 95 95 70 76	17.83	79 68 45 68 75 76	67 44 88 85 48 27	2,63	23 28 13 75 76 23 23	14 65	33 8 74 63 29 44	135°	4 15 43 70 1 8	-184 -184	7 62 7	1 37	٥,,	0,,	, ° , ,
Florida Florida Georgia North Carolina South Carolina Virginia	60.3 57.0 59.4 59.3	58.7 58.7 58.7 54.4	527.428 5.42.50	563.5	100 100 99 99 99 100 97 97	88 100 100 100 100 100 100	100 100 96 98 100 91 93	100 - 93 100 85 100	99 100 93 95 78 93 95 88 88	0 96 - 5 84 87 3 83 100 2 65 100	84148	98 88 89 84 61 61 61 37 69 33 37 61 61 61 61 61 61 61 61 61 61 61 61 61	98 23 -	84 88 62 67 59 67 71 79 41 48	54 88 5 T	8328 8328 84488	82257	58246 58546	F81120		13 13 13 13 13 13 13 13 13 13 13 13 13 1	8~,~,	80'-'	10101
Average	55.7	56.6	52.2	57.6	66 66	66 66	96 97	93 97	16 68	1 82 -91	73	78 63	79	55 60	3	68 35	040	20 43	25	19	5 23	8	6	2 3
								CENTRAL	AND	WESTERN RD	RECIONS													
EAST NORTH CENTRAL: Indiana Michigan Wisconsin	59.1 59.8	61.8 60.7 62.2	55.1 52.5 52.8	58.0	100 100 99 99 100 100	100 100 100 100	98 88 99 88 99 88	98 - 95 99 97 100	95.38 97.49 97.49	9 93 - 14 87 92 7 86 100	8888	97 81 87 65 92 67	100	80 91 67 75 70 80	2002	- 63 73 46 97 52	574	27 - 10 49 15 90	888	282	1 23	82 0 51	\$25 8	,000
MASSISSIPPL: Mississippl	52.2	53.7	47.8	57.2	75 78 78 78	28 26 26 26 26 26 26 26 26 26 26 26 26 26	84 61 65	76 92 54 67	70 76 36 40	887	47 22 47 22	55 25 25 25	33	%4 %4	13	71.7 987	17	2 28	70	۲-1	0 0	NO	ИO	00
WEST NORTH CENTRAL: Kansas Missourt Webraska North Dekota South Dakota	64.8 60.3 60.7 60.7	62.4 63.7 61.2 61.2	55.0 55.0 55.0 55.0 55.0	67.5 61.8 64.0 -	100 100 100 100 100 100 100 100 100 100	100 100 100 100 100 100 100 100 100 100	100 100 100 100 100 100 100 100 100 100	99 100 97 97 97 98 99 95 -	88888	28484 28484	88388	97 98 93 75 88 87 75 88	8.88.8	48 75 77 77 75 75 75	59 59 50 50 50	000 000 000 000 000 000 000 000 000 00	2000	83 42 8 83 42 8 83 53 8	88 48 8	660 1 412 1 30 1	12 73 7 40 13 67 5 5	28883	ស្នេងជង	248,0
WEST SOUTH CENTRAL: Arkansas Oklahoma Texas	54.1 66.8 57.9	56.8 62.0 59.5	50.3 56.3 53.2	52.5 62.5 59.7	001 001 001 001 001 001	888	88 188 88 188	96 100 97 100 93 95	888	5 84 100 8 83 95 4 85 90	17.00	85 55 82 61	8218	65 65 63 br>63 63 63 63 63 63 63 63 63 63 63 63	882	888 898 898	33 46	5 25 11 68 15 59	た 赤 表	# # # #	- 18r	- 17 L	9	084
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1/ Data from stations on sections of the Rural Interstate System completed to standards were not included in this years summary.
- Indicates data not available.

2. -- Average speeds of vehicles and percentages of vehicles exceeding various speeds by type of highway in 1967. Table

, S	Tyme of Hemony	Average speed m.p.t.	Percent over 35 m.p.b.	Percent over 40 m.p.h.	Percent over 45 m.p.h.	Percent over 50 m.p.b.	Percent over 55 m.p.b.	Percent over 50 m.p.h.	Percent over 65 m.p.b.	Percent over 70 m.p.b.
States		All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus	All P.C. TK. Bus
35	Mein rurel $\underline{1}/$	58.0 59.5 53.1 59.4	86 86 66	96 97 93 97	7 91 93 84 93	48 99 48 67	12 11 89 19	95 02 15 111	24 29 7 31	12 16 2 10
南	Rural Interstate completed $1/\sqrt{1000}$	62.3 64.2 55.8 50.1	001 66 001 001	99 100 42 99	97 99 93 97	91 95 81 93	80 87 80 82	62 70 29 69	40 46 10 37	19 24 3 6
71	Fural Interstate traveled way $1/2/\dots$	57.1 58.5 52.7 61.0	99 99 98 90	76 86 97	87 89 79 96	76 87 81 60	60 66 35 79	35 42 14 53	14 17 3 33	4 6 1 0
13	Urban Interstate completed $1/$	53.7 54.5 50.6 55.6	88 88 88	% 66 56 ₹6	18 86 75 87	66 69 50 75	TT 12 81 TT	22 25 22	9 11 4 1	2 .3 0 0
<i>-</i> 2	Urban Interstate traveled way 2/	45.6 45.9 44.1 43.4	80 80 77 72	65 66 60 60	टम ०म 6म 8म	34 36 27 30	21 23 14 15	12 14 6 6	1 5 3 0	1 1 1 0
m	Suburban Interstate completed	56.8 58.4 53.2 59.7	001 66 001 001	99 100 95 100	94 97 86 100	82 87 66 83	59 67 39 68	32 39 14 42	13 18 4 27	2 3 1 8
	Precvays and toll roads:									
	Connecticut parkweys	59.3 59.3	001 001	001 001	001 001	- 66 66	82 82	35 35	п п	י ד ד
	Connecticut Turnpike	61.3 51.9 58.9 61.0	001 001 001 001	100 100 100 100	100 100 100 100	100 100 98 98	98 85 85	54 60 28 58	14 16 3 9	2 2 0 0
	Maine Turnpike	5.99	100	100	100	%	· · · 8	83	61	
	Michigan freeways	61.4 63.5 54.0 61.6	001 001 001 001	001 89 001 001	98 99 92 98	91 96 73 89	77 86 43 85	55 67 65 13	33 41 2 33	13 17 0 0
	Nevada freeways	68.4 71.2 59.4 58.5	001 001 001 001	001 66 001 66	99 100 97 100	97 99 91 100	93 98 79 50	82 92 56 50	66 77 32 20	23 58 11 0
	New Hampshire Turnpike	63.9 54.5 50.3 50.0	100 100 100 100	001 001 001 001	001 001 001 001	98 99 96 100	95 95 97 100	66 71 39 0	14 14 23 0	12 14 0 0
	New Jersey Garden State Parkyay (urban)	6.83 6.83	100 100	100 100	66 66	% %	76 76	55 55	п п	3 3 .
	New York Thruway	53.8 64.3 59.5 65.4	100 100 100 100	001 001 001 001	001 001 001 001	100 100 98 100	97 98 87 100	89 92 63 100	49 53 17 59	
	Oklahoma turmpikes	64.1 55.0 50.1 69.7	001 001 001 001	100 100 99 100	99 99 100 97	98 98 100	91 94 79 100	81 86 59 100	50 55 27 100	18 21 6 50
	Oregon freeways	61.6 66.3 52.2 -	- 001 001 001	- 001 001 001	98 100 97 -	83 97 54 -	- 01 46 99	53 79 0 -	- 0 09 01	15 23 0 -
	Pennsylvania freeways	48.9 49.9 46.3 50.1	99 99 95 99	91 95 81 96	73 80 58 80	to 12 24 143	12 15 6 18	2 2 1 3	0 0	} 1
	Rhode Island freeways (rural)	57.1 57.7 56.1 60.4	001 001 001 001	001 001 001 001	97 98 95 100	88 90 82 100	70 72 60 94	47 15 44 14		1
	Rhode Island freeways (urban)	51.3 51.8 50.0 55.3	001 001 001 001	97 37 94 100	85 87 78 100	61 63 51 97	57 30 20 49	8 9 5 14		
	Texas Pt. Worth-Dellas Turnpike	60.4 61.4 56.6 65.0	100 100 100 100	99 100 98 100	97 98 94 100	89 92 77 100	79 84 60 100	50 55 27 92	27 30 13 58	4 5 2 8
	Texas Stemons Freeway	51.1 51.7 49.8 48.3	100 100 100 83	97 98 95 83	89 92 82 67	50 55 40 33	21 24 15 33	2 2 1 17	1 1 0 0	0 0
19	Rural secondary	48.3 49.7 45.8 48.9	92 93 88 83	81 83 75 65	6 68 24 51	Ft 25 84 54	27 29 16 39	13 15 4 15	Wot com	۳ د د م
15	Urben primery	47.5 48.1 45.1 47.7	84 84 81 79	73 75 69 71	60 62 52 58	०५ मह अग ५१	28 30 15 20	14 16 6 13	£	e
m	Urban secondary	33.2 33.5 32.1.26.0	42 43 39 3	23 24 19 0	० पा दा दा	0 1 1 1 1	1 2 0 0	0 0	ε	t
9	Suburban primary	52.2 53.2 49.4 55.5	98 99 96 100	92 94 86 100	78 81 67 100	59 62 45 42	37 42 22 36	19 22 6 20	Ε	7
0	Suburban secondary	- ६.१३ ६.१५ ०.१५	74 75 66 -	61 64 48 -	50 53 33 -	28 31 14 -	16 17 4 -	6 6 1 -	r	£

Percentages for 65 m.p.h. are based respectively on 32 and 29 States for Main Rural roads; 32 and 28 States for Fural Interstate Completed; 15 and 14 States for Rural Interstate Traveled-vay; 2/ Francial Completed, 15 and 14 States for Rural Interstate Traveled-vay includes traveled-vay includes, roads, and urban Interstate traveled-vay includes, roads and streets that are presently serving the Interstate traiffic in Interstate corridors.

Indicates data not available.

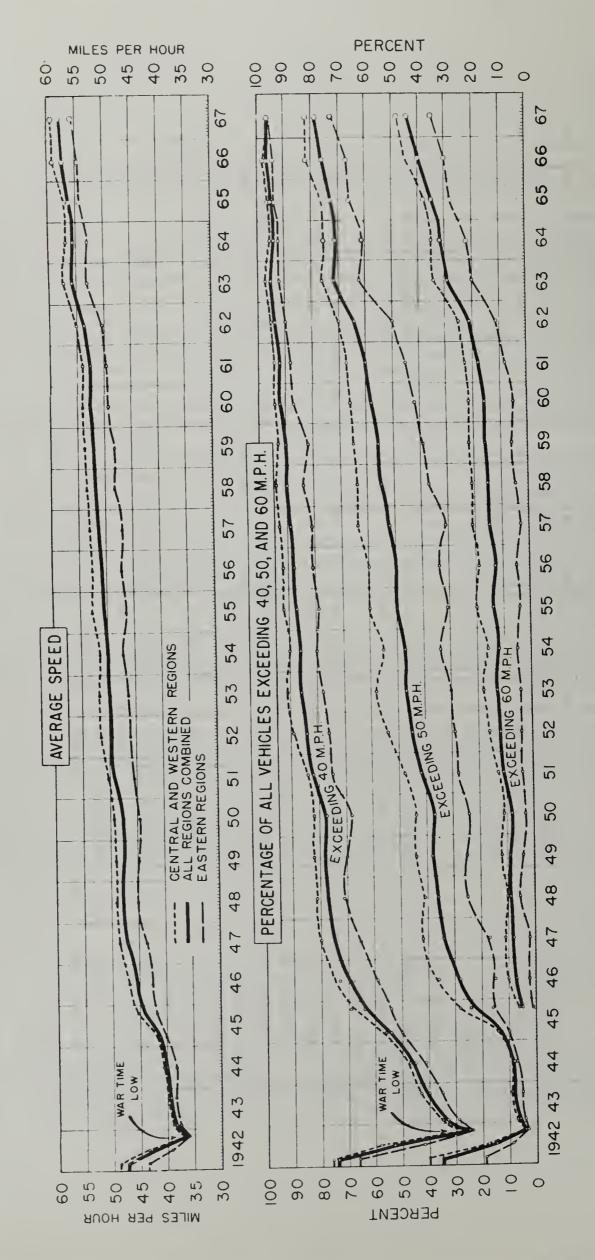


FIGURE 1-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

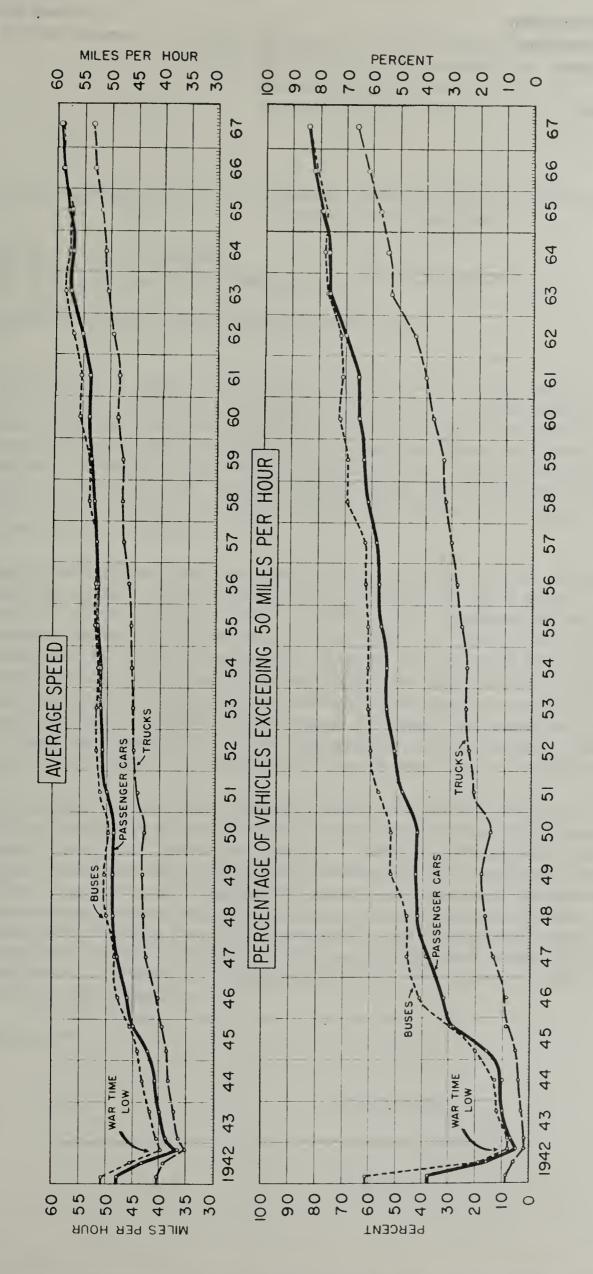


FIGURE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D. C. 20591

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS WASHINGTON, D.C. 20591

April 16, 1969

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators and Division Engineers

FROM:

33-26

G. E. Marple
Director of Planning B. E. Marple

SUBJECT: 1969 Traffic Speed Trends Report

Enclosed is a copy of the 1969 Traffic Speed Trends Report. In the 1969 report a new table 2 has been included showing speed data by State for the completed sections of the rural Interstate System. The data which were in table 2 in previous years are now shown in table 3. Since significant percentages of the vehicles observed at speed study stations now travel at speeds in excess of 65 m.p.h. and 70 m.p.h., entries for these ranges are shown in the tables beginning with the 1968 report.

The report shows that the trend toward higher speeds continues. The average speed for all free moving vehicles of 59.0 m.p.h. for 1968 was 1.0 m.p.h. greater than in 1967. This increase is equal to the average annual increase since World War II. The percent of vehicles exceeding 60 m.p.h. has nearly tripled in the past ten years on all main rural roads. The data indicate that more than 50 percent of the free moving vehicles on straight open road exceed 60 m.p.h. in many States. In 1968, the percent of vehicles exceeding 60 m.p.h. on completed sections of the Interstate was 50 percent greater than on all main rural roads which includes the Interstate System.

The higher speeds and reduced travel time made possible by the higher design standards of the Interstate System bring economic benefits to the traveling public. Thirteen States have provided speed data for urban completed Interstate and traveled way. Data which will provide meaningful comparisons between the speeds on the Interstate System and older primary roads of lower design standards-preferably within the same corridors, both rural and urban-are needed for PPBS analysis as well as traffic and other planning analyses. Efforts to obtain additional coverage in these areas will be appreciated.

Enclosure

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U. S. DEPARTMENT OF TRANSPORTATION FEDERAL.HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS WASHINGTON, D. C. 20591



TRAFFIC SPEED TRENDS

March 1969

The results of speed studies conducted in 1968 by 27 States observing over 480,000 vehicles are summarized in tables 1 and 2. Speed data have been collected by the States and summarized by the Bureau of Public Roads since 1942. Data are collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities are low and drivers travel at their desired speeds.

Figures 1 and 2 show a continuing upward trend in desired speeds. Figure 1 shows that average speeds and the number of vehicles exceeding 60 m.p.h. continue to increase. Data for completed Interstate sections are included. The majority of States have a maximum daytime speed limit for passenger cars on the rural Interstate System which exceeds that of other rural highways by 5 m.p.h. or more. Increased average speeds are likely as the mileage of completed Interstate increases.

As shown in figure 2, the average speeds and percent of vehicles exceeding 50 m.p.h. for buses and passenger cars are nearly the same. The average speed for trucks remains about 6 m.p.h. below that of passenger cars; although the percent of trucks exceeding 50 m.p.h. continues to increase at a slightly higher rate than passenger cars.

Table 1 summarizes speed data by State and regions for main rural roads. It shows annual increases in average speeds for 1968 of 0.9 m.p.h. for passenger cars and trucks, and 1.1 m.p.h. for buses. The average speed for all vehicles of 59.0 m.p.h. is 1.0 m.p.h. greater than in 1967. Twelve percent of all vehicles now travel 70 m.p.h. and over, the same as in 1967. Approximately the same proportion exceeded 60 m.p.h. in 1958. During this ten-year period the percent of vehicles exceeding 60 m.p.h. has nearly tripled.

Of the States reporting, the highest average speeds were recorded in Arizona-64.4 m.p.h., and the lowest in New Jersey-49.8 m.p.h. The difference of 14.6 m.p.h. is close to the difference in speed limits between the States. Large differences in average speeds among States and regions occur because of differences in terrain and land uses. Speed limits are established accordingly for safe and efficient use of the highways.

Speed data for completed sections of the rural Interstate System by State are included for the first time in table 2. The average speed for all vehicles was 62.8 m.p.h. On these sections of the Interstate, 62 percent of the vehicles traveled over 60 m.p.h., nearly 50 percent larger than the percent observed on all main rural roads which includes the Interstate System. These speeds are indicative of the higher speed limits made possible by the design standards used for the Interstate System.

Table 3 includes data for various highway categories and shows that average speeds on the completed portions of the Interstate System are greater by 4 m.p.h. or more than on the existing Interstate traveled-way sections. Interstate traveled-way consists of older roads and streets which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The main rural category includes both toll and free sections of completed rural Interstate; rural Interstate traveled-way, and other primary roads.

Efforts are continuing to provide comprehensive coverage by characteristics of vehicle, roadway, and driver, needed for operational studies of rural the second secon highways and urban streets.

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Average speeds of vehicles and percentages of vehicles traveling in excess of various speeds, on level, straight sections of main rural roads, including the Interstate System for 1968 Table 1.--/

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Table 2.--Average speeds of vehicles and percentages of vehicles traveling in excess of various speeds, on level, straight sections of the completed portions of the rural Interstate System for 1968

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All stations have the same speed limit unless otherwise noted. He more than two stations have different eyeed limits. Speed limit varies by station with 70 miles per hour maximum. Resecueble and product.

Indicates data not available.

Table 3.--Average speeds of vehicles and percentages of vehicles exceeding various speeds by type of highway tn 1968

	Type of highway	wernge speed m.p.h.	Percent over 35 m.p.b.	Percent over 40 m.p.b.	Percent over	Percent over 50 m.p.b.	Percent over	Percent over	Percent over	Percent	נו טובו	1
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2/ Rural Interstate traveled-way includes streets that are standards of engleted; 8 States for Rural Interstate Traveled-way; 8 States for Urban Interstate Completed; 13 States for Rural Interstate traveled-way includes streets that are adequate for present traffic but have not been upgraded to full Interstate design standards, and those - Indicates data not available.

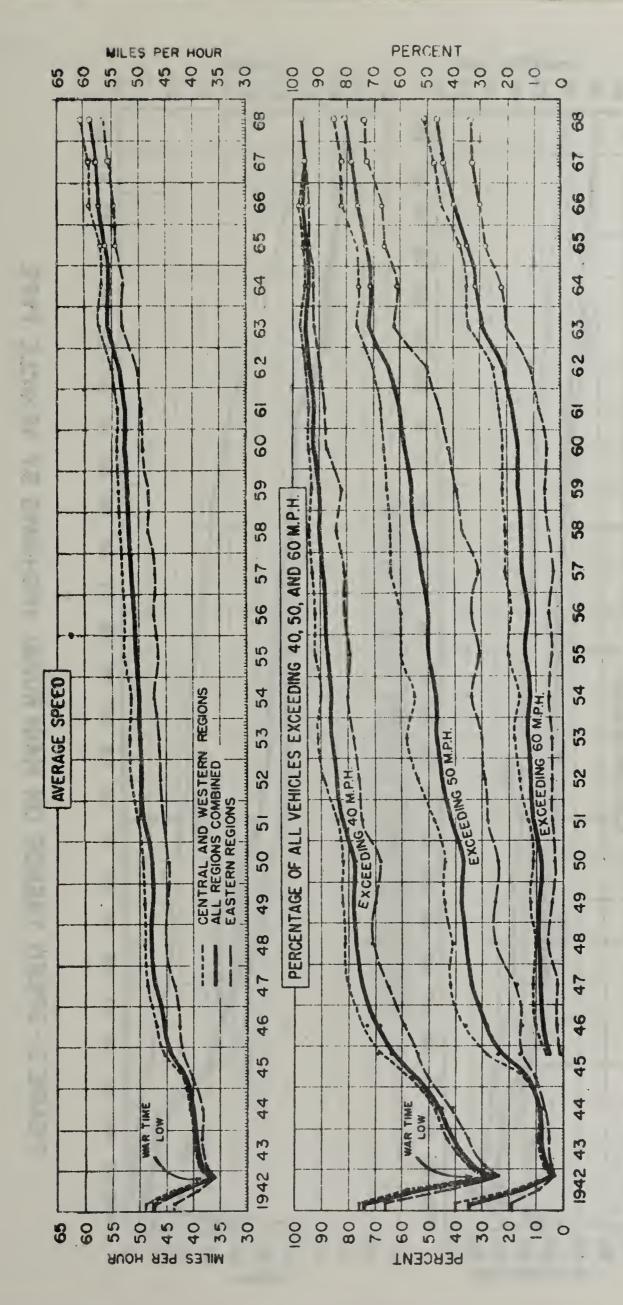
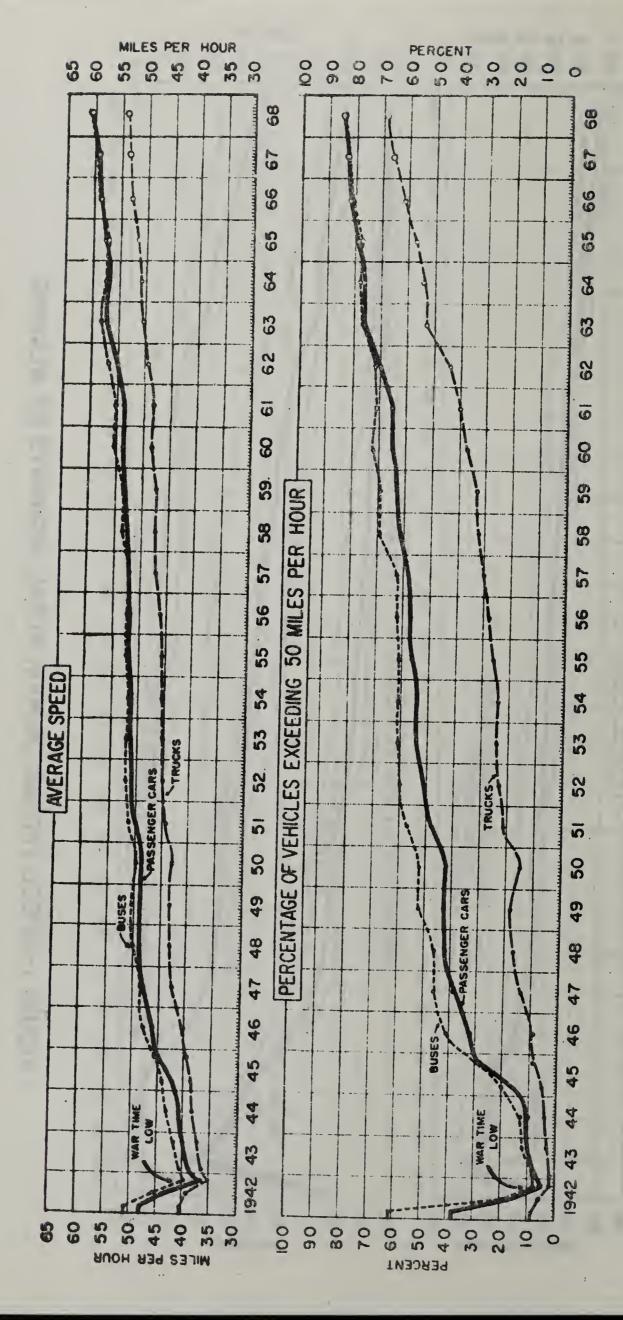
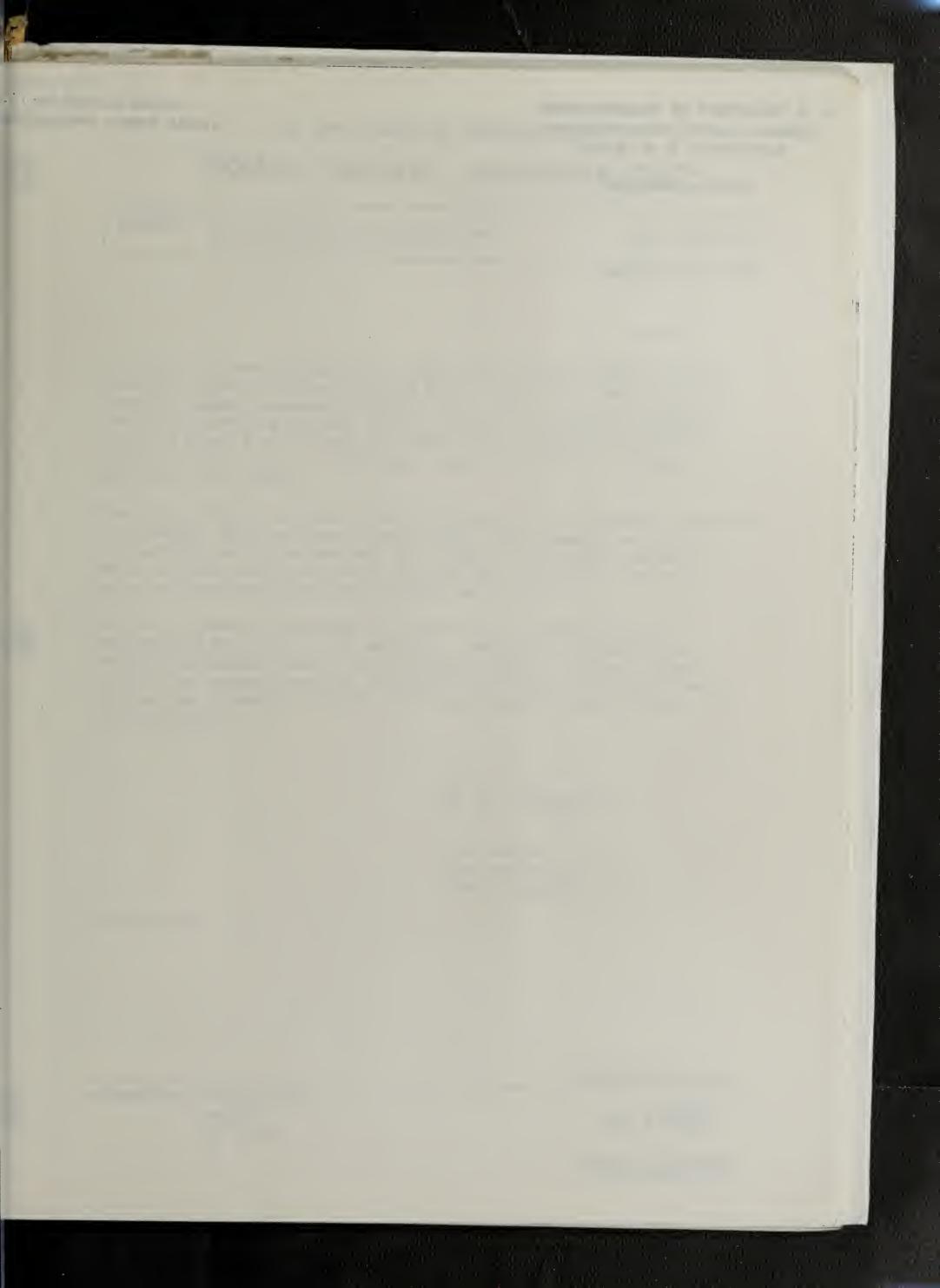


FIGURE 1-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS



URE 2 - SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
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U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT: 1971 "Traffic Speed Trends" Report

FHWA NOTICE

November 22, 1971

HP-13

Attached is a copy of the 1971 "Traffic Speed Trends" report based on data collected by 38 States during 1970. As shown in the report, the trend in speeds decreased slightly during 1970. The average speed for all free-moving vehicles of 59.2 m.p.h. on main rural roads for 1970 was about 1 m.p.h. less than 1969. The average is based on speeds of 60.6 m.p.h. for passenger cars, 54.7 m.p.h. for trucks and 58.8 m.p.h. for buses.

The data indicate that more than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceed 60 m.p.h. in the majority of States and that the percent of vehicles exceeding 60 m.p.h. has nearly tripled in the past ten years. Average speeds over the past ten years have increased about 7 m.p.h.

In 1970, speeds on completed sections of the Interstate System averaged 63.8 m.p.h. for all vehicles. Twenty-two percent of the vehicles exceeded 70 m.p.h. on Interstate routes. This was almost double the percent exceeding 70 m.p.h. on all main rural roads, which include the Interstate System, and three times more than on rural primary roads.

G.E. Marples

G. E. Marple
Associate Administrator
for Planning

Attachment

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UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL, HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20590



TRAFFIC SPEED TRENDS

November 1971

Data resulting from speed studies conducted in 1970 by 38 States are summarized in the enclosed tables 1, 2 and 3. The information shown in the tables was collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. Speed data have been collected by the States and summarized by the Federal Highway Administration since 1942. Speed information for Alaska and Hawaii are included in the tables for the first time. However, data from these States have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in figures 1 and 2, nationwide average vehicle speeds in 1970 decreased from that of the previous year. The 1970 average speed for all regions was 59.2 m.p.h. compared to 60.0 m.p.h. for 1969 on main rural roads. This is the first time that a decrease has been recorded in nation-wide average speeds since 1949. Figure 1 shows that average speeds decreased but that the percentage of vehicles exceeding 50 m.p.h. and 60 m.p.h. increased on a national basis. The percentage of vehicles exceeding 70 m.p.h. and 75 m.p.h., however, decreased. Average speeds decreased in all sections of the country, except for the eastern region which remained about the same as in 1969. Detailed data are listed in the tables showing average speeds and percentages of vehicles, by type, exceeding speeds from 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments by region and State. Data for completed Interstate sections are included.

As shown in figure 2, the average speeds for passenger cars and buses decreased about 0.5 m.p.h., while the average speed of trucks changed only slightly during 1970. The average speed of trucks is about 6 m.p.h. below passenger cars and about 4 m.p.h. below buses.

Table 1 summarizes speed data by State and regions for main rural roads. It shows an average speed for all vehicles of 59.2 m.p.h. which is almost 1 m.p.h. less than 1969. Average speeds over the past 10 years have increased about 7 m.p.h. Twelve percent of all vehicles traveled over 70 m.p.h. on main rural roads during 1970. Of the continental States reporting, Arizona and Nevada recorded the highest average speed, 64.6 m.p.h., while Teneessee recorded the lowest, 49.1 m.p.h.

Data resulting from speed studies on completed sections of the rural Interstate System by States are included in table 2. The average speed of all vehicles was 63.8 m.p.h., compared to 64.0 m.p.h. for 1969. On these completed Interstate routes, 69 percent of the vehicles traveled over 60 m.p.h. and 22 percent traveled over 70 m.p.h.

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UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN Table 3 includes data for various types of highways and some individual freeways. It shows that average speeds on the completed portions of the rural Interstate System are about 6 m.p.h. greater than on the existing rural Interstate traveled-way sections. The Interstate traveled-way consists of older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The information also indicates that average speeds on completed rural Interstate routes are about 5 m.p.h. greater than on existing main rural roads. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other primary roads.

THREE

ALE 1. --AVELAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF MAIN RUMAL MAADS, TRAILDING THE INTERSTATE SYSTEMS FOR 1000

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TABLE 2 .- - AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS,

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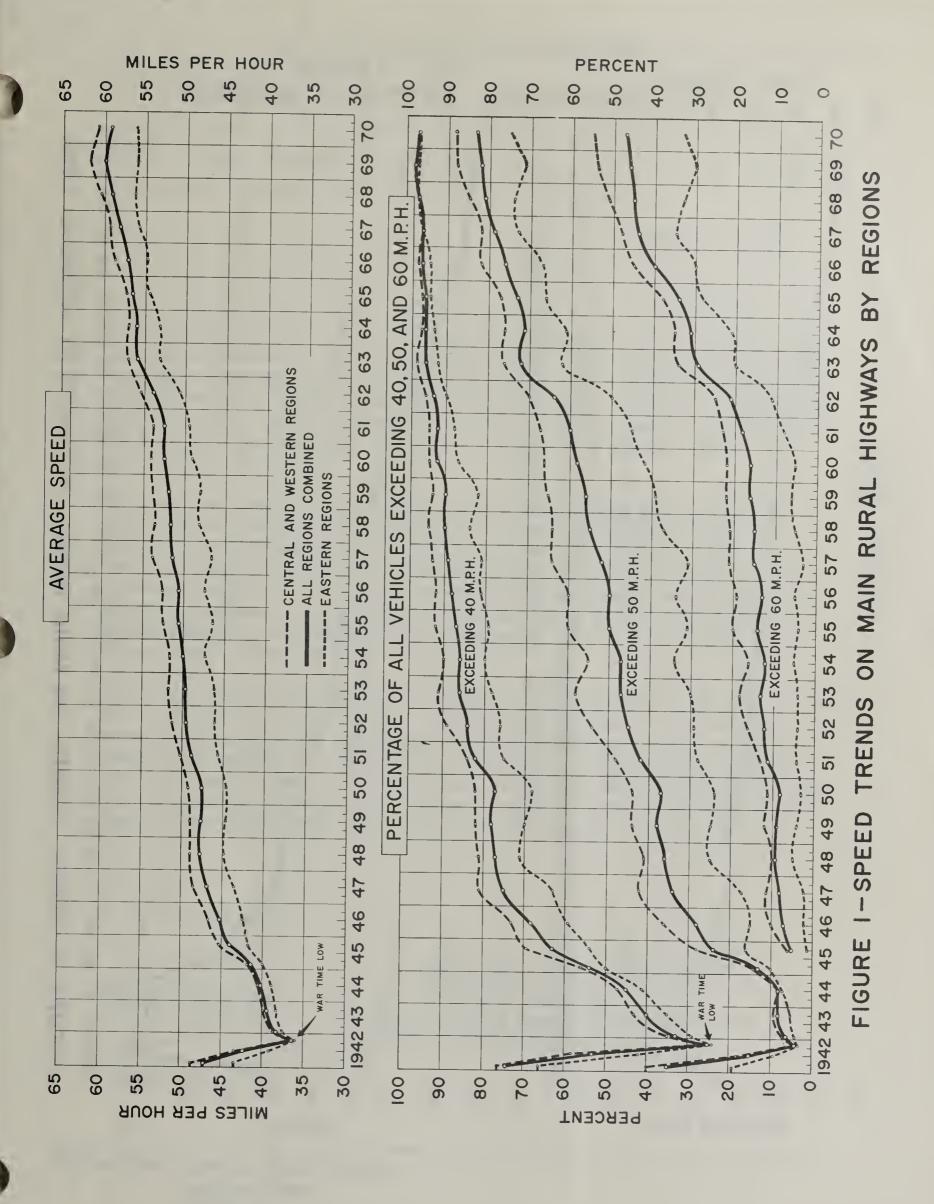
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3/ Reasonable and prudent.
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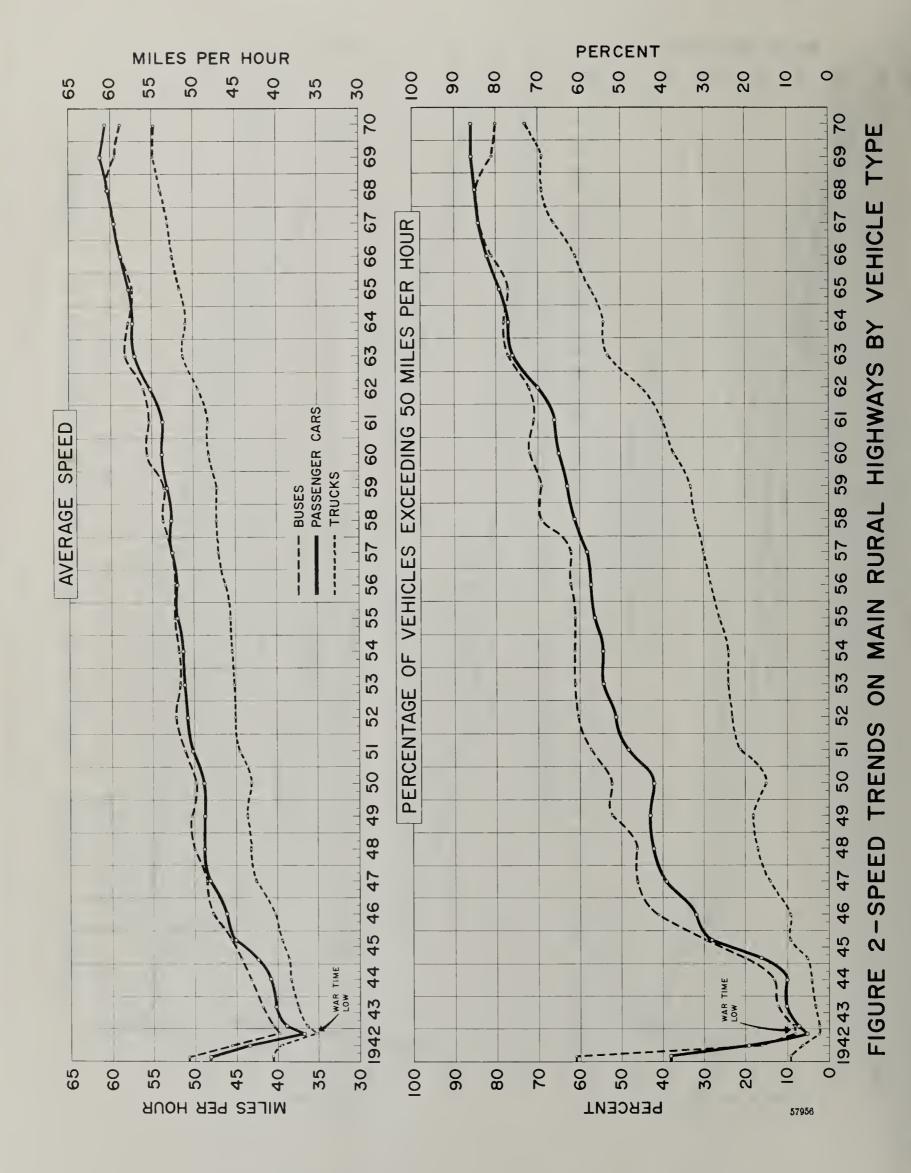
TABLE 3. -- AVERACE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHARY IN 1970.

1/ Percentagas for 70 m.p.b. are based on 24 States for main rural roads, for rural primary, and for rural interstate completed; 8 States for rural interstate completed; 8 States for rural interstate completed; 9 States for rural interstate completed; 8 States for rural interstate completed; 18 States for rural interstate completed; 18 States for rural interstate completed; 19 States for rural interstate completed; 10 States for rural interstate completed; 10 States for rural interstate completed; 10 States for rural interstate completed; 10 States for rural interstate completed; 10 States for rural interstate completed; 10 States for rural interstate completed; 10 States for rural interstate completed; 10 States for rural secondary, 12 States for rural interstate completed; 10 States for rural secondary, 12 States for rural secondary, 12 States for rural secondary, 12 States for rural secondary, 13 States for rural secondary, 14 States for rural secondary, 15 States for rural secondary, 15 States for rural secondary, 15 States for rural secondary, 15 States for rural secondary, 16 States for rural secondary, 17 States for rural secondary, 18 States for rural

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U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

1972 "Traffic Speed Trends" Report

FHWA NOTICE

October 10, 1972

HHP-13

Attached is a copy of the 1972 "Traffic Speed Trends" report based on data collected by 35 States during 1971. As shown in the report, the trend in speeds increased during 1971. The average speed for all free-moving vehicles of 60.6 m.p.h. on main rural roads for 1971 was 1.4 m.p.h. greater than 1970. The average is based on speeds of 62.0 m.p.h. for passenger cars, 56.1 m.p.h. for trucks, and 60.2 m.p.h. for buses.

The data indicate that more than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceed 60 m.p.h. in the majority of States, and that the percent of vehicles exceeding 60 m.p.h. has nearly tripled in the past 10 years. Average speeds over the past 10 years have increased about 8 m.p.h. Fourteen percent of all vehicles now travel 70 m.p.h. and over. Approximately the same proportion exceeded 60 m.p.h. in 1956, when the average speed was 50.6 m.p.h.

In 1971, speeds on completed sections of the Interstate System averaged 64.7 m.p.h. for all vehicles. Twenty-four percent of the vehicles exceeded 70 m.p.h. on Interstate routes. This was almost double the percent exceeding 70 m.p.h. on all main rural roads, which include the Interstate System, and over three times more than on rural primary roads. Average speeds on completed sections of the rural Interstate System have increased about 9 m.p.h. over the past 10 years.

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U. S. DEPARTMENT OF TRANSPORTATION FEDERAL. HIGHWAY ADMINISTRATION Washington, D.C. 20590



TRAFFIC SPEED TRENDS

Data resulting from speed studies conducted in 1971 by 35 States are summarized in the enclosed tables 1, 2, and 3. The information shown in the tables was collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. Speed data have been collected by the State and summarized by the Federal Highway Administration since 1942. Speed information for Hawaii is included in the tables; however, the data have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in figures 1 and 2, nationwide average vehicle speeds in 1971 increased from that of the previous year. The 1971 average speed for all regions was 60.6 m.p.h. compared to 59.2 m.p.h. for 1970 on main rural roads. This renews the upward trend in the speed which drivers desire to travel which was interrupted by a decrease last year. Figure 1 shows that the average speeds of all regions increased and the percentage of vehicles exceeding 50 m.p.h. and 60 m.p.h. continued to increase. Detailed data are listed in the tables showing average speeds and percentages of vehicles, by type, exceeding speeds from 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments by region and State. Data for completed Interstate sections are included.

As shown in figure 2, the average speeds for passenger cars, trucks, and buses increased 1.4 m.p.h. during 1971. The average speed of trucks remained about 6 m.p.h. below passenger cars and about 4 m.p.h. below buses.

Table 1 summarizes speed data by State and regions for main rural roads. It shows an average speed for all vehicles of 60.6 m.p.h. which is 1.4 m.p.h. greater than 1970. This increase, which is somewhat larger than previous annual increases, is believed to be partially the result of the absence of data from five States which reported lower average speeds in 1970 than the 1970 nationwide average, but did not participate in the 1971 study. In addition, three States which did not participate in the 1970 study reported speeds for 1971 which were higher than the 1971 nationwide average. Thus a portion of this increase may be attributed to the difference in the reporting frequency by the States.

Average speeds over the past 10 years have increased about 8 m.p.h. Fourteen percent of all vehicles traveled over 70 m.p.h. on main rural roads during 1971. Of the continental States reporting, Nevada reported the highest average speed, 66.0 m.p.h., while West Virginia recorded the lowest, 52.7 m.p.h.

Data resulting from speed studies on completed sections of the rural Interstate System by States are included in table 2. The average speed of all vehicles was 64.7 m.p.h., an increase of almost 1 m.p.h. over 1970. On these completed Interstate routes, 70 percent of the vehicles traveled over 60 m.p.h. and 24 percent traveled over 70 m.p.h.

Table 3 includes data for various types of highways and some individual freeways. It shows that average speeds on the completed portions of the rural Interstate System are almost 4 m.p.h. greater than on the existing rural Interstate traveled-way sections. The Interstate traveled-way consists of older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The information also indicates that average speeds on completed rural Interstate routes are about 4 m.p.h. greater than on existing main rural roads. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other primary roads.

TABLE 1. -- AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS, INCLUDING THE INTERSTATE SYSTEM FOR 1971.

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TABLE 2... AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1971.

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1) All stations have the same speed limits unless otherwise noted.
2) No more than two stations have different speed limits.
3) Reasonable and prudent.
4) Speed limit varies by station with 75 m.p.h. meximum.
Indicates data not available.

TABLE 3.-AVERAGE SPEEDS OF VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY

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Percentages for 70 m.p.h. are based on 33 States for main rural roads, for rural primary, and for rural Interstate completed; 6 States for rural interstate traveled-way; 19 States for rural roads, for rural primary, and for rural Interstate completed; 4 States for rural interstate completed; 9 States for rural secondary.

Rural Interstate traveled-way includes roads that are adequate for present traffic but have not been upgraded to full Interstate design standards, and those older sections of existing roads that are presently serving the Interstate corridors. । लिलि

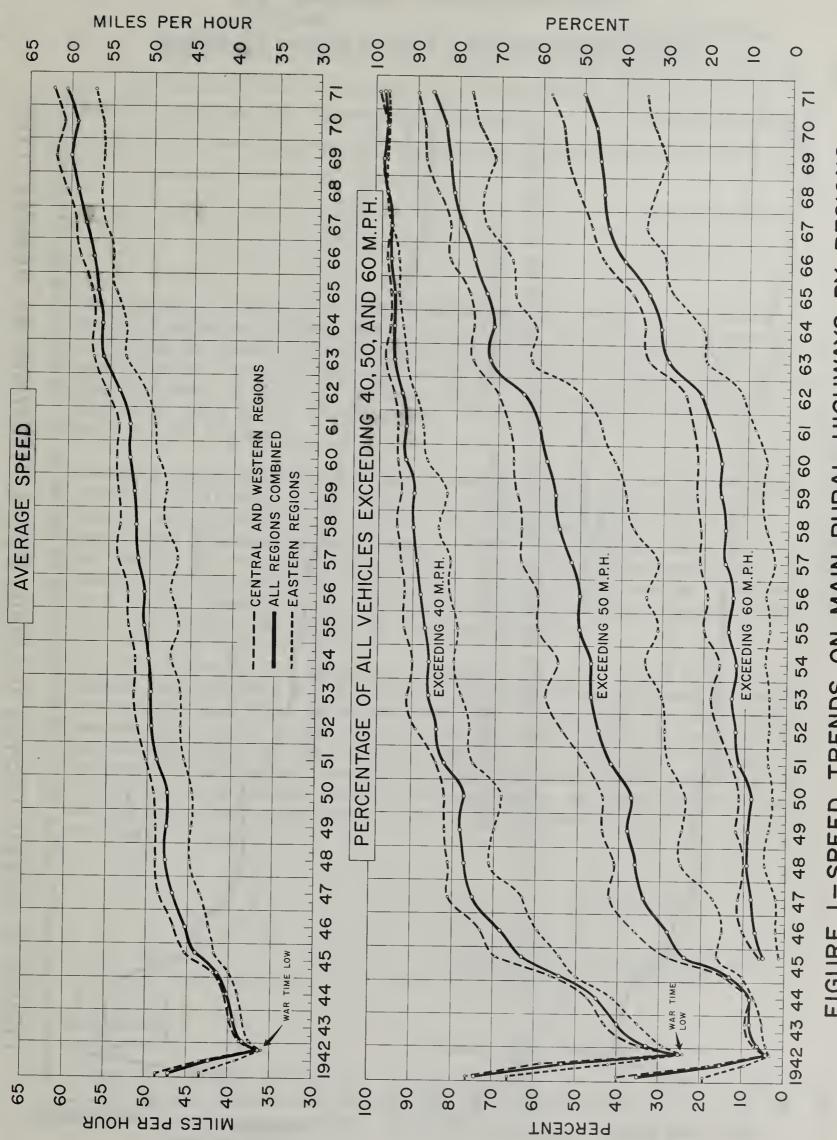


FIGURE I-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

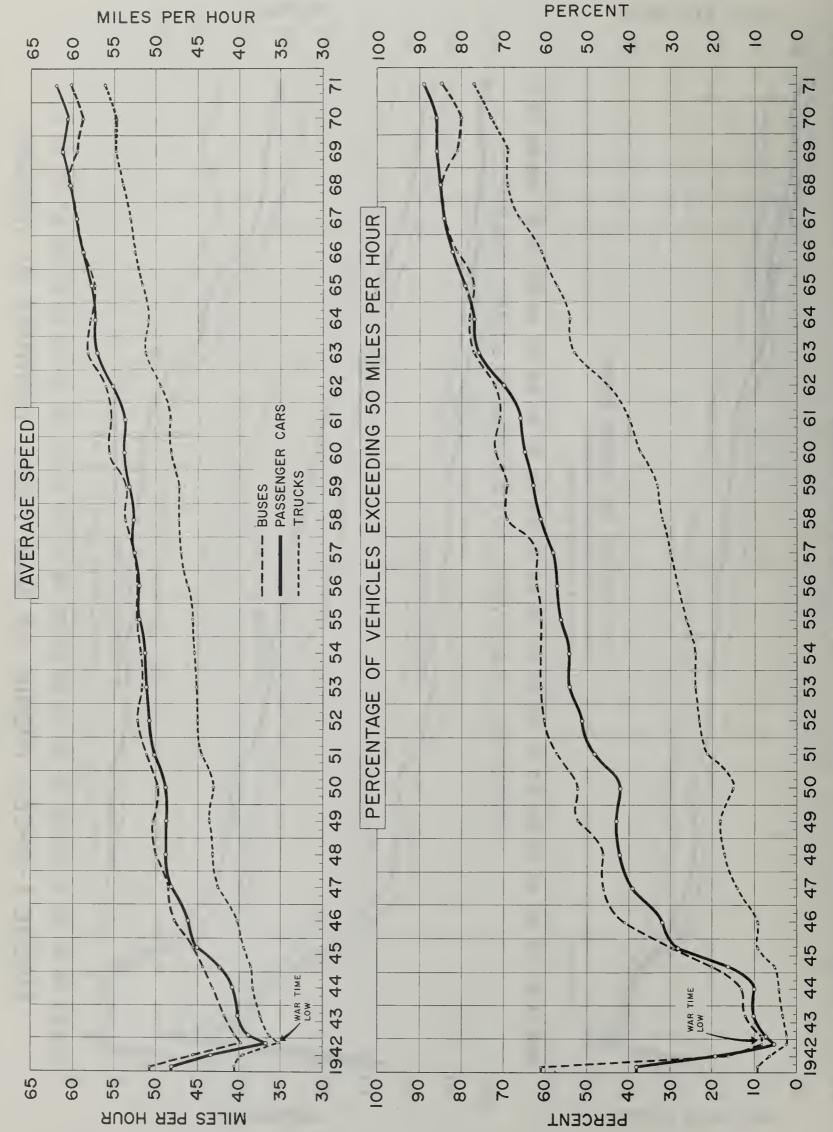


FIGURE 2-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

614.862 Un3+ 1972

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

1973 "Traffic Speed Trends" Report

FHWA NOTICE

July 31, 1973 HHP-13

Attached is a copy of the 1973 "Traffic Speed Trends" report based on data collected by 35 States during 1972. As shown in the report, the trend in speeds decreased slightly during 1972. The average speed for all free-moving vehicles of 60.3 m.p.h. on main rural roads for 1972 was 0.3 m.p.h. less than 1971. The average is based on speeds of 61.6 m.p.h. for passenger cars, 56.2 m.p.h. for trucks, and 60.3 m.p.h. for buses.

The data again indicate that more than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceed 60 m.p.h. in the majority of States. Average speeds over the past 10 years have increased about 7 m.p.h. As in the previous year, 14 percent of all vehicles traveled over 70 m.p.h. Approximately the same proportion exceeded 60 m.p.h. in 1957 when the average speed was 51.4 m.p.h. Speeds in the Central and Western Regions remained about 5 m.p.h. faster than speeds in the Eastern Region.

In 1972, free-flowing speeds on completed sections of the Interstate System averaged 64.9 m.p.h. for all vehicles which was about 0.2 m.p.h. faster than in 1971. As in the year 1971, 24 percent of the vehicles exceeded 70 m.p.h. on Interstate routes. This was almost double the percent exceeding 70 m.p.h. on all main rural roads, which include the Interstate System, and more than three times the percent exceeding 70 m.p.h. on rural primary roads. Average speeds on completed sections of the rural Interstate System have also increased about 7 m.p.h. over the past 10 years.

Sidney Loedstein

Acting Associate Administrator for Planning

Attachment

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THUMANE

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION VASHINGTON, D.C. 20590



TRAFFIC SPEED TRENDS

The results of speed studies conducted in 1972 are summarized in the attached tables 1, 2, and 3. The data were collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. Information on speeds has been collected by the States and summarized by the Federal Highway Administration since 1942. Speed data for Hawaii are included in the tables; however, the data have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in figures 1 and 2, nationwide average free-flowing vehicle speeds decreased in 1972 from that of the previous year. The 1972 average speed for all regions was 60.3 m.p.h. compared to 60.6 m.p.h. for 1971 on main rural roads. Figure 1 shows that the speed decreased slightly in all regions and that the percentage of vehicles exceeding 50 m.p.h. also decreased slightly on a national basis. The percentage of vehicles exceeding 40 m.p.h. and 60 m.p.h. remained the same as in the previous year. Detailed data are listed in the tables showing average free-moving speeds from 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments by region and State.

Figure 2 shows the average free-flow speed by type of vehicle. The speed of passenger cars decreased from 62.0 m.p.h. to 61.6 m.p.h. while speeds for trucks (56.2 m.p.h.) and buses (60.3 m.p.h.) remained almost the same as in 1971. Truck speeds during 1972 were about 5 m.p.h. below passenger cars and about 4 m.p.h. below buses.

A summary of speed data by State and regions for main rural roads, including the Interstate System, is shown in Table 1. The table shows an average free-flowing speed of 60.3 m.p.h. for all vehicles which is 0.3 m.p.h. less than 1971. Speeds on straight-level roadways during off-peak periods have increased about 7 m.p.h. over the past 10 years. As in 1971, 14 percent of all vehicles traveled over 70 m.p.h. on main rural roads during 1972. Of the continental States reporting, Texas recorded the highest speed, 65.4 m.p.h., while New Jersey and Tennessee recorded the lowest, 53.0 m.p.h.

Speed study data obtained on completed sections of the rural Intersect System by States are included in Table 2. The average of all vehicles was 64.9 m.p.h., compared to 64.7 m.p.h. for 1971. During 1972, 71 percent of the vehicles traveled over 60 m.p.h. and 24 percent traveled over 70 m.p.h. on completed Interstate routes.

Table 3 includes data for various types of highways and some individual freeways. It shows that average speeds of free-moving vehicles on the completed portions of the rural Interstate System are over 5 m.p.h. greater than on existing rural Interstate traveled-way sections. The Interstate traveled-way consists of older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The information also indicates that average free-moving speeds on completed rural Interstate routes are about 5 m.p.h. greater than on existing main rural roads. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way and other primary roads.

TRUMBATE

TABLE 1. "AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS, INCLUDING THE INTERSTATE SYSTEM FOR 1972

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TABLE 2. "AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1972

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(1) ALL STATIONS HAVE THE SAME SPEED LIMITS UNLESS OTHERWISE NOTED.

(2) NO MORE THAN TWO STATIONS HAVE DIFFERENT SPEED LIMITS.

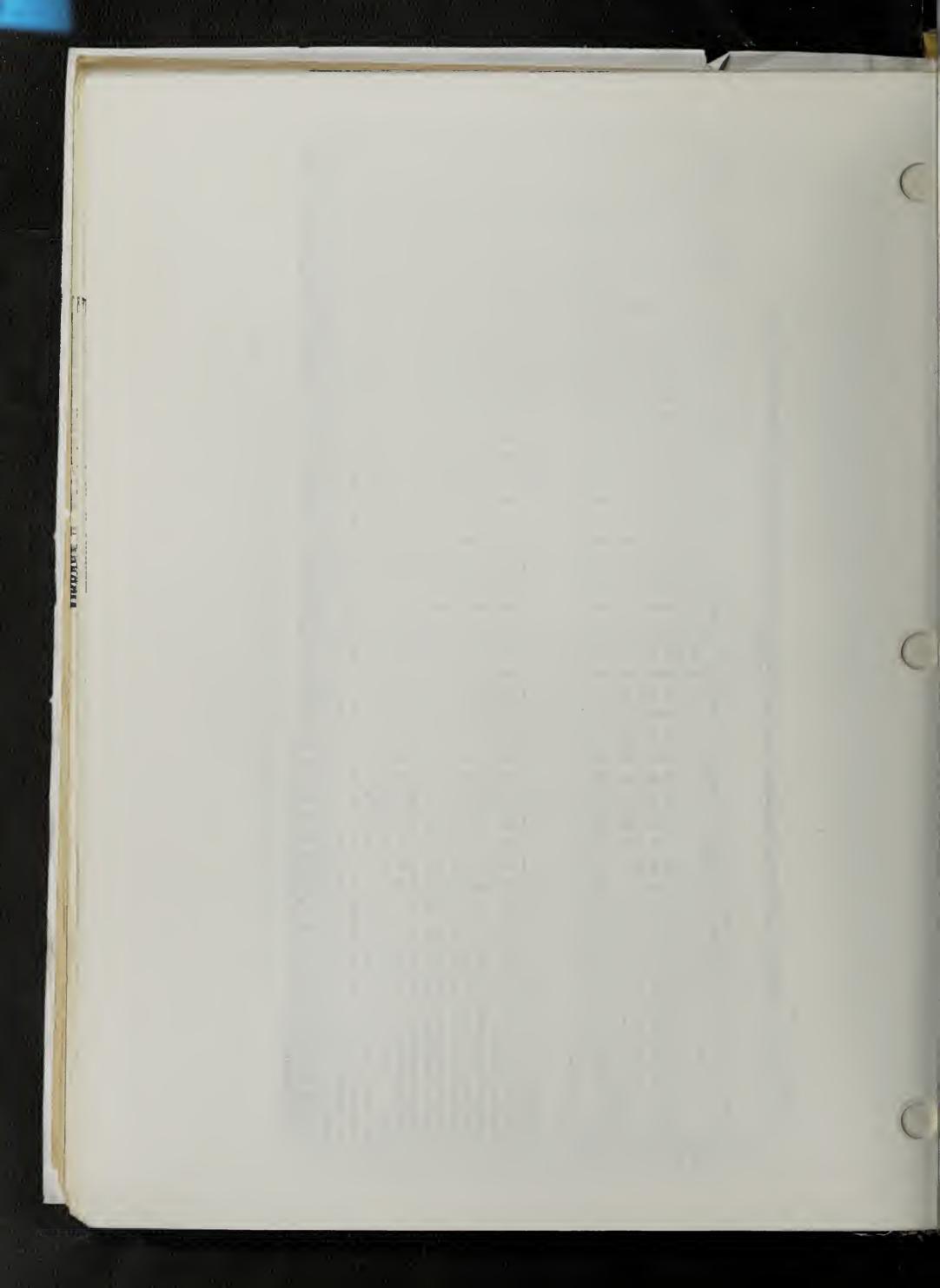
(3) REASONABLE AND PRUDENT.

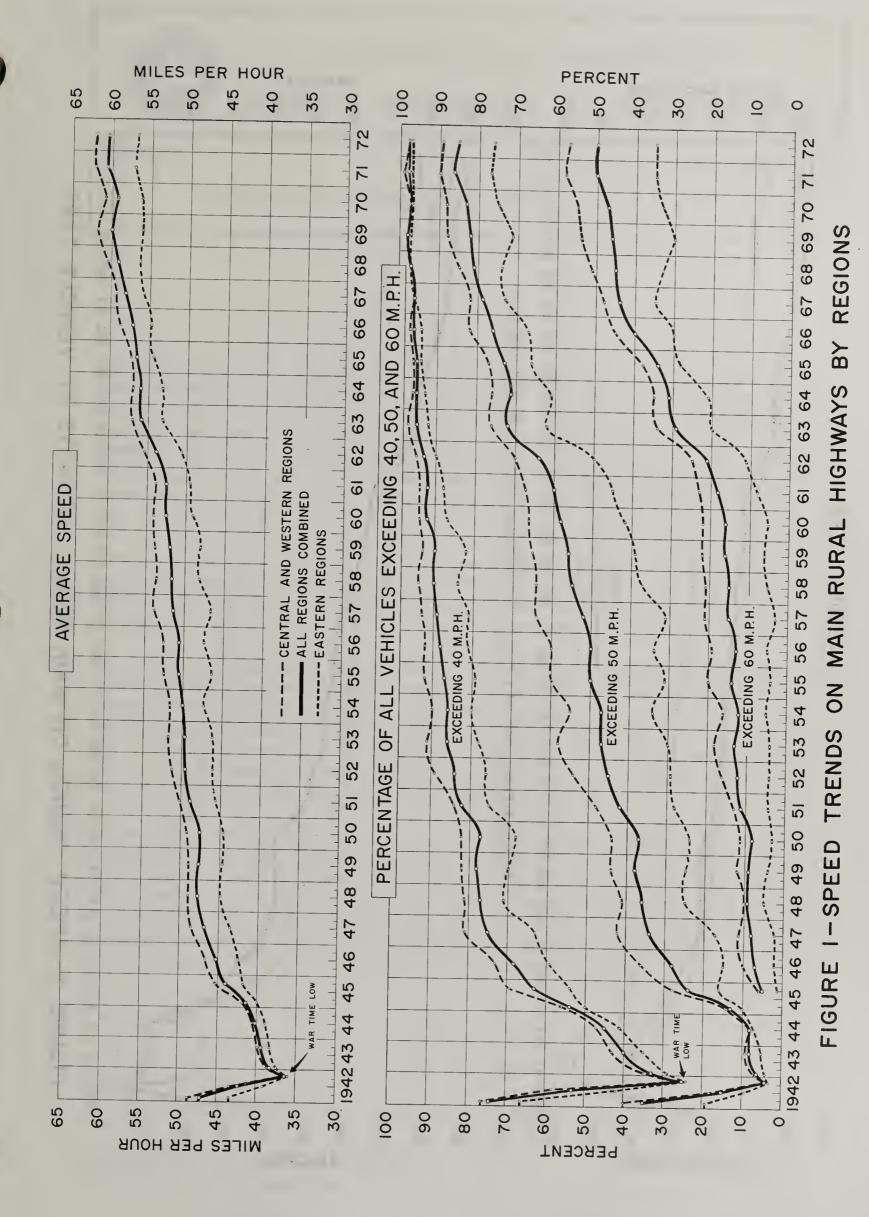
- INDICATES DATA NOT AVAILABLE.

TABLE 3. "AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY IN 1972

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PERCENTAGES FOR 70 M-P. ARE BASEG CH 33 TATES FOR RUMAL TRANSFER OF RUMAL INTERSTATE COMPLETEG; 3 STATES FOR RUMAL INTERSTATE TRAVELED-MAY; 19 STATES FOR UNDER THE COMPLETED; 23 STATES FOR RUMAL INTERSTATE COMPLETED; 3 STATES FOR RUMAL INTERSTATE COMPLETED; 3 STATES FOR RUMAL INTERSTATE COMPLETED; 3 STATES FOR RUMAL INTERSTATE COMPLETED; 3 STATES FOR RUMAL INTERSTATE COMPLETED; 3 STATES FOR RUMAL INTERSTATE COMPLETED; 3 STATES FOR RUMAL INTERSTATE TRAVELED-MAY; 19 STATES FOR URBAN INTERSTATE TRAVELED-MAY INCLUDES ROADS. AND URBAN INTERSTATE TRAVELED-MAY INCLUDES STREETS THAT ARE PRESENTLY SERVING THE INTERSTATE TRAFFIC IN INTERSTATE CORRIDORS. 888 .





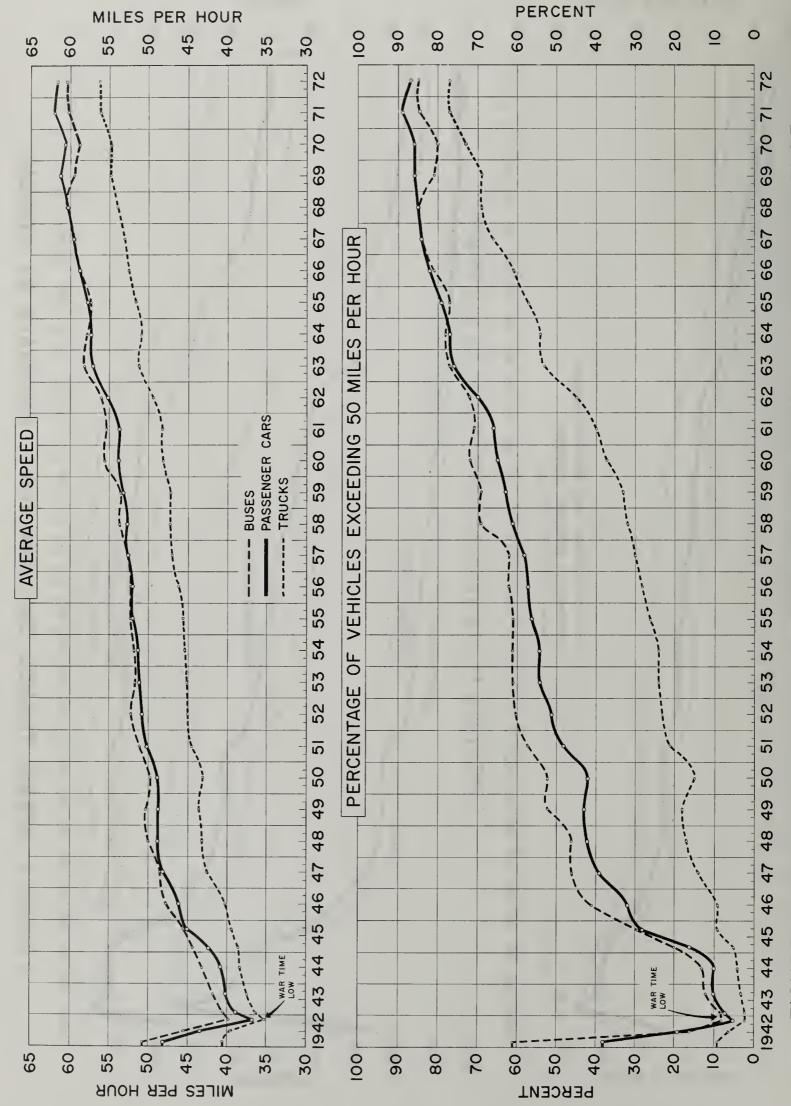


FIGURE 2-SPEED TRENDS ON MAIN RURAL. HIGHWAYS BY VEHICLE TYPE



U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

FHWA BULLETIN

1974 "Traffic Speed Trends" Report

June 25, 1974

Attached is a copy of the 1974 "Traffic Speed Trends" report based on data collected by 37 States during 1973. The report summarizes data obtained from studies conducted primarily in the spring and summer seasons and the information, therefore, is comparable to past reports. However, it does not reflect the reduced speeds at which drivers were traveling toward the end of the year. These reduced speeds, as recorded through special speed studies, are discussed briefly at the end of the main report.

Average speeds for the 1973 spring and summer months of all free-moving vehicles remained the same as in 1972 at 60.3 m.p.h. on main rural roads. The average speeds by vehicle type were 61.6 m.p.h. for passenger cars, 56.6 m.p.h. for trucks, and 60.4 m.p.h. for buses.

The data indicate that more than 50 percent of the free-moving vehicles on straight, open sections of main rural roads exceeded 60 m.p.h. in the majority of States during the spring and summer months of 1973. Average speeds have increased about 5 m.p.h. over the past 10 years. As in the previous year 14 percent of all vehicles traveled over 70 m.p.h. Speeds in the Central and Western Regions remained about 5 m.p.h. faster than speeds in the Eastern Region.

During the spring and summer of 1973, free-flowing speeds on completed sections of the Interstate System averaged 65.0 m.p.h. for all vehicles which was 0.1 m.p.h. faster than 1972. As in the year 1972, 24 percent of the vehicles exceeded 70 m.p.h. on Interstate routes. This was more than three times the percent exceeding 70 m.p.h. on rural primary roads. Average speeds on completed sections of the rural Interstate System have increased about 5.5 m.p.h. over the past 10 years.

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Several States conducted special limited speed studies during November and December 1973, to determine the effect on average speeds of the fuel shortage and the President's request to reduce vehicle speeds. A summary of these studies indicates that speeds on main rural roads were reduced by about 5 m.p.h. and vehicle speeds on rural Interstate roads were reduced about 8 m.p.h.

We are attaching sufficient copies of the report to provide eight copies for each region, division, and State highway department. Additional copies may be obtained from the Program Management Division (HHP-13) on request.

William L. Mertz

Acting Associate Administrator

for Planning

Attachment

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20590



TRAFFIC SPEED TRENDS

The data summarized in the main part of this report were obtained from studies conducted primarily in the spring and summer seasons of 1973. As such the information is comparable to past studies but does not reflect the reduced speeds at which drivers were traveling toward the end of the year.

However, later in the year during the publicity concerning the energy crisis and the request to "slow down" by the President, several States conducted special limited spot speed studies. These special studies were made in November and December of 1973, to determine the impact of the fuel shortage on speeds as well as to determine the voluntary reductions in speeds or compliance with reduced speed limits. A comparison of the regular studies and the special studies is discussed in the latter part of the report.

As in previous years the data were collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. As shown in figure 1, nationwide average free-flowing speeds of all vehicles remained at 60.3 m.p.h., the same as in the previous year, based on spring and summer data of 1973. Figure 1 also shows that during that period, the average speed remained approximately the same in all regions as in the previous year, although the percentage of vehicles exceeding 50 m.p.h. decreased slightly on a national basis.

The national percentage of vehicles exceeding 40 m.p.h. and 60 m.p.h. remained the same as in 1972. Detailed data are listed in the tables showing average free-flowing speeds and percentages of vehicles exceeding speeds of 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments. These data are shown by region and State.

Figure 2 shows average free-flow speeds by type of vehicle. The average speed of passenger cars remained at 61.6 m.p.h. during the first part of the year while speeds for trucks (56.6 m.p.h.) and buses (60.4 m.p.h.) increased slightly. Truck speeds remained 5 m.p.h. below passenger cars and about 4 m.p.h. below buses.

A summary of speed data by State and regions for main rural roads, including the Interstate System, is shown in Table 1. The table shows an average free-flowing speed of 60.3 m.p.h. for all vehicles. Average speeds on straight-level roadways during off-peak periods have increased only about 5 m.p.h. over the past 10 years and have remained about the same over the past 5 years. During the spring and summer months of 1973, 14 percent of all vehicles traveled over 70 m.p.h. on main rural roads, the same as in 1972. Of the States reporting, Nevada recorded the highest average speed, 66.8 m.p.h., while Connecticut recorded the lowest at 51.3 m.p.h.

Speed study data obtained on completed sections of the rural Interstate System by States are included in Table 2. The average of all vehicles was 65.0 m.p.h. compared to 64.9 m.p.h. in 1972. During this period, 72 percent of the vehicles traveled over 60 m.p.h. and 24 percent traveled over 70 m.p.h. on completed Interstate routes.

Table 3 includes data for various groups of highways and some individual freeways. It shows that the average speed of free-moving vehicles on the completed portions of the rural Interstate System is about 7 m.p.h. greater than on existing rural Interstate traveled-way sections and about 5 m.p.h. greater than on all main rural roads. The Interstate traveled-way consists only of the older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way and other rural primary roads.

During the fall of 1973 as the energy shortage became more serious, several States reduced their speed limits on Interstate and other State highways. Other States requested drivers to reduce speeds voluntarily. On November 25, 1973, the President requested drivers throughout the Nation to reduce their vehicle speeds on a voluntary basis.

Several States conducted special speed studies in November and December 1973 at selected locations to determine the impact of the above actions. The studies were based on a more limited sample of free-flowing vehicles in most cases than are obtained in the regular annual State studies. The data reflect a definite decrease in speed as shown in the table below. Speed data in the table are from comparable stations where available. Where stations were not similar to previous study stations, the special study data are compared with each State's average free-flow speed for the respective type of highway.

Vehicle speeds on Interstate rural roads decreased from 65.1 to 57.0 in November thru December 1973, in those States conducting studies, or a reduction of about 8 m.p.h. Passenger car speeds decreased almost 9 m.p.h. while truck speeds were reduced about 4 m.p.h.

On other primary rural roads the change was not as great. Speeds of "All Vehicles" reduced from 58.5 m.p.h. to 54.6 m.p.h. or about 4 m.p.h. Passenger car speeds decreased about 5 m.p.h. while truck speeds reduced about 4 m.p.h. A summary of these studies is shown below:

	Average Spe	eds (Miles p	er hour)
I.S. Rural Roads (12 States)	<u>A11</u>	<u>P.C.</u>	TKS.
Spring and Summer 1973*	65.1	67.1	59.5
November and December 1973	57.0	58.4	55.2
Average Speed Change	-8.1	-8.7	-4.3
Other Primary Rural Roads (7 States)			
Spring and Summer 1973*	58.5	61.3	55.3
November and December 1973	54.6	56.0	51.7
Average Speed Change	-3.9	-5.3	-3.6
Main Rural Roads (7 States)			
Spring and Summer 1973*	61.8	64.6	57.7
November and December 1973	<u>56.3</u>	58.0	54.2
Average Speed Change	- 5.5	-6.6	-3.5

Note - The Main Rural Roads category includes both the Interstate Rural and the Other Primary Rural Roads.

^{*}This is the normal period of the year for conducting regular annual speed studies

TABLE 1—AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS, INCLUDING THE INTERSTATE SYSTEM FOR 1973'

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TABLE 2.—AVERAGE SPEEDS OF FREE MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS. ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1973

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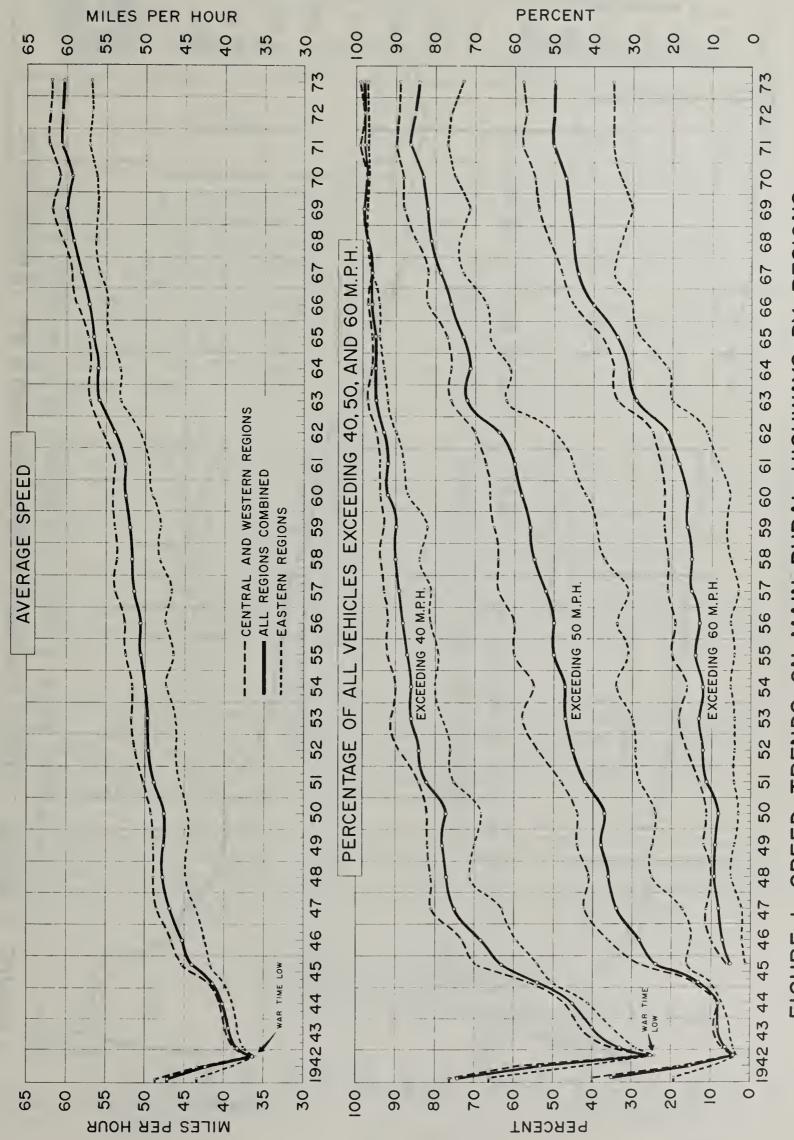
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TABLE 3.—AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY IN 1973

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11) PERCENTAGES FOR 70 N.P.H. ARE BASED ON 36 STATES FOR MAIN RUBAL KUDOS, FOR WALL PRIMARY AND FOR KURAL INTERSTATE CUMPLETO; 3 STATES FOR WHAL INTERSTATE CUMPLETO; 3 STATES FOR WHAL INTERSTATE COMPLETO; 3 STATES FOR WHAN HURER STATES FOR WHAN HURER STATES FOR RUBAN HIGHSTATE COMPLETO; 3 STATES FOR WHAN HIGHSTATE COMPLETO; 15 STATES FOR RUBAN HIGHSTATE COMPLETO; 15 STATES FOR RUBAN HIGHSTATE STATES FOR RUBAN HIGHSTATE FRAVELO-WAY INCLUDES AND WHO WHO HIGHSTATE FRAVELO-WAY INCLUDES STREETS THAT ARE ADEQUATE FOR PRESENTLY SERVING THE INTERSTATE CORRIDORS.

- HOLGATE AND AND AND AND HOUSE OLDER SECTIONS OF



BY REGIONS FIGURE I-SPEED TRENDS ON MAIN RURAL HIGHWAYS

2-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE

1974



U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

1975 "Traffic Speed Trends" Report

FHWA BULLETIN

March 26, 1975

Attached is a copy of the 1975 "Traffic Speed Trends" report based on data collected by 41 States during 1974. The report summarizes data obtained from studies conducted primarily during the spring, summer, and fall seasons after the national speed limit of 55 m.p.h. went into effect. As shown in the report, there was a major decrease in speeds during 1974. The average speed for all free-moving vehicles of 55.3 m.p.h. on main rural roads for 1974 was 5.0 m.p.h. less than 1973. The average is based on speeds of 55.8 m.p.h. for passenger cars, 54.0 m.p.h. for trucks, and 56.0 m.p.h. for buses.

The data indicate that 50 percent or more of the free-moving vehicles on straight open sections of main rural roads exceeded the 55 m.p.h. speed limit in the majority of States during 1974. However, only 21 percent of the vehicles exceeded 60 m.p.h. compared to 50 percent in 1973, and the percent of vehicles exceeding 65 m.p.h. decreased from 31 percent to only 6 percent. Speeds in the Central and Western regions averaged about 2 m.p.h. faster than speeds in the Eastern region. Previously speeds in the Central and Western regions averaged about 5 m.p.h. faster than speeds in the Eastern region.

During 1974, free-flowing speeds on completed sections of the Interstate System averaged 57.6 m.p.h. for all vehicles which was 7.4 m.p.h. slower than in 1973. The percent of vehicles exceeding 55 m.p.h. decreased from 89 percent in 1973 to 65 percent in 1974, and the percent exceeding 60 m.p.h. decreased from 72 percent to 29 percent.

Sufficient copies of this bulletin and the report are being distributed to provide eight copies for each region, division, and State highway department. Additional copies may be obtained from the Program Management Division (HHP-13) on request.

Associate Administrator for Planning

Attachment

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Divisions

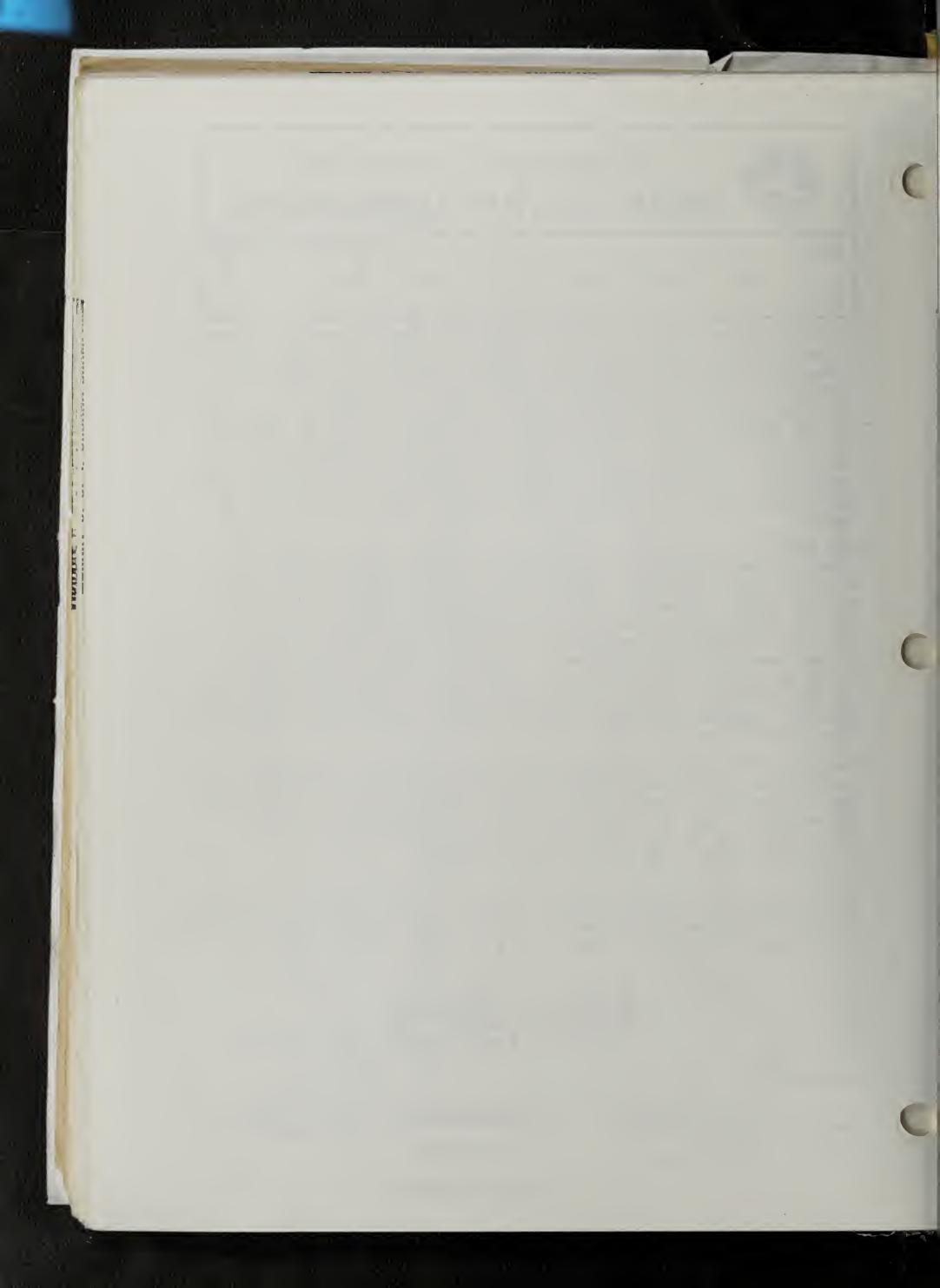
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UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN



U. S. DEPARTMENT OF TRANSPORTATION FEDERAL. HIGHWAY ADMINISTRATION VASHINGTON, D.C. 20590



TRAFFIC SPEED TRENDS

Data resulting from speed studies conducted in 1974 by 41 States are summarized in Tables 1, 2, and 3. As will be noted, vehicle speeds during 1974 decreased substantially from vehicle speeds in previous years.

The average free-flow speeds of all vehicles during 1974 on main rural roads decreased from 60.3 m.p.h. to 55.3 m.p.h.-a change of 5.0 m.p.h. or 8.3 percent. The decrease was due mainly to the reduction in speed limits to 55 m.p.h. on main rural roads provided for by the Emergency Highway Energy Conservation Act. This act was signed into law by the President on January 2, 1974, and provided for a national uniform 55 m.p.h. maximum speed limit as one means to reduce gas consumption. While some States had already reduced their speed limits to 55 m.p.h. or lower, others waited until the deadline of March 4, 1974, before lowering their speed limits. The majority of the data included in the tables represents speed study information collected by the States between the months of March-December 1974. Only a few States collected annual speed study data in January and February in 1974.

The information shown in the tables was collected on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traveled at their desired speeds. Speed information for Alaska is included in Table 1; however, the data have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in Figure 1, nationwide average free-flowing speed of all vehicles decreased in all regions. The speed of all vehicles on main rural roads in the Eastern region decreased from 56.9 m.p.h. to 54.2 m.p.h. while speeds in the Central and Western regions decreased from 61.9 m.p.h. to 55.9 m.p.h. Detailed data are listed in the tables

showing average free-flowing speeds and percentage of vehicles exceeding speeds of 35 m.p.h. to 75 m.p.h. in 5 m.p.h. increments. These data are shown by State and census region.

As shown in Figure 1, the percentage of vehicles exceeding 40 m.p.h. on main rural roads by region remained generally the same in 1974 as compared to 1973. The percentage of vehicles exceeding 50 m.p.h. remained at 73 percent in the Eastern regions and decreased from 89 to 82 percent in the Central and Western regions between 1973 and 1974. There was a greater decrease, however, in the percentage of vehicles exceeding 60 m.p.h. in all regions. This percentage dropped from 50 percent in 1973 to 21 percent in 1974 for all regions combined. An average of 51 percent of the traffic exceeded the speed limit of 55 m.p.h. during 1974, 44 percent in the Eastern regions and 55 percent in the Central and Western regions.

Figure 2 shows the average free-flow speed by type of vehicle. The speed of passenger cars decreased from 61.6 m.p.h. in 1973 to 55.8 m.p.h. in 1974, while speeds for trucks decreased from 56.6 m.p.h. to 54.0 m.p.h. and buses from 60.4 m.p.h. to 56.0 m.p.h. Truck speeds during 1974 were about 2 m.p.h. below passenger car and bus speeds.

A summary of speed data by State and regions for main rural roads, including the Interstate System, is shown in Table 1. The table shows an average free-flowing speed of 55.3 m.p.h. for all vehicles. During the post-World War II years there has been a steady increase in vehicle speeds and 1974 is the first year a significant decrease has taken place.

Speed study data obtained on completed sections of the rural Interstate System by States are included in Table 2. The average of all vehicles was 57.6 m.p.h. in 1974 compared to 65.0 in 1973, a decrease of 7.4 m.p.h. During this period the percent exceeding 60 m.p.h. decreased from 72 percent to 29 percent, while the percent of vehicles exceeding 70 m.p.h. reduced from 24 percent to 2 percent on completed Interstate routes.

Table 3 includes data for various groups of highways and some individual freeways. It shows that the average speed of free-flowing vehicles on completed portions of the rural Interstate System is about 4 m.p.h. greater than on existing rural Interstate traveled-way sections and about 2 m.p.h. greater than on all main rural roads. The Interstate traveled-way consists only of the older roads which connect completed portions of the Interstate System and presently serve the traffic which will use the Interstate System when completed. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other rural primary roads.

A comparison of the average free-flow speeds of all vehicles in 1973 and 1974 and the percentage of vehicles exceeding 55 m.p.h., 60 m.p.h., and 65 m.p.h. on various types of highways for each year are shown below.

Highway	Average All Veh	Speed	5.5 m	Percen	t of Ve	ehicles		
System	1973	1974	1973	1974	1973	1.p.h.	1973	n.p.h.
Rural Interstate	65.0	57.6	89	65	72	29	50	9
Rural Primary	57.1	53.5	58	40	36	14	19	4
Main Rural $\frac{1}{}$	60.3	55.3	70	51	50	21	31	6
Rural Secondary	52.6	49.5	39	24	21	8	10	3
Urban Interstate	57.0	53.1	58	35	33	10	16	2
Urban Primary	41.8	42.3	13	10	5	3	2	1

1/Rural Interstate and Rural Primary

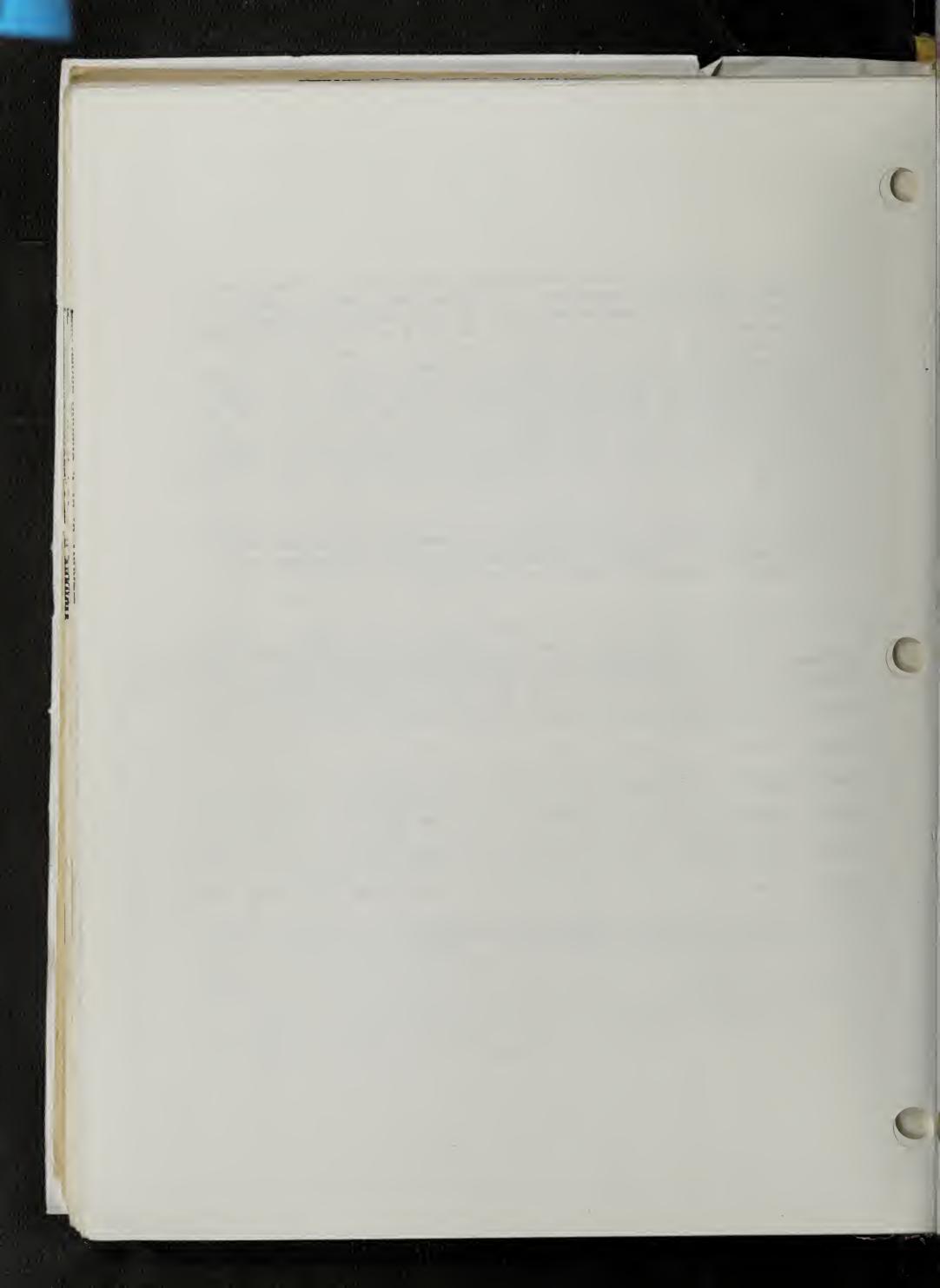


TABLE 1.-AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS. INCLUDING THE INTERSTATE SYSTEM FOR 1974 1

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SOUTH ATLANTIC(S): GEORGIA NORTH CAROLINA SOUTH CAROLINA	56.1 56.9 52.2 53.0 57.5 57.9	9 54.8 0 50.8 9 56.8	8 59.5 8 53.1	1000	99 99 100	98	100	96			100	865	98		100			-						20 24 6 8	m **m	388		2 - 2	10 mo	1 10	-0 01	, o = 1	90 01	· · · · · ·		
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\$ 20 · · · · · · · · · · · · · · · · · ·	52.4 52.9	67.4																					-				-	-							,	>

- INDICATES DATA ARE OBTAINED TO PROVIDE AN INDICATION OF DRIVERS' DESIRED SPEED UNDER IDEAL TRAFFIC, ROADWAY, AND WEATHER COMDITIONS. NOT ALL TRAVEL DECURS UNDER SUCH CONDITIONS, AND SPEED DISTRIBUTIONS FOR ALL TRAVEL FA VALLABLE FOR EACH ROAU CATEGORY WOULD LIKELY SHOW GREATER PERCENTAGES AT LOWER AND INTERMEDIATE SPEEDS AND SHALLER PERCENTAGES AT THE HIGH SPEEDS. DATA ARE NUT AVAILABLE FOR THE FULL RANGE OF ROADWAY, TRAFFIC, AND WEATHER CONDITIONS.

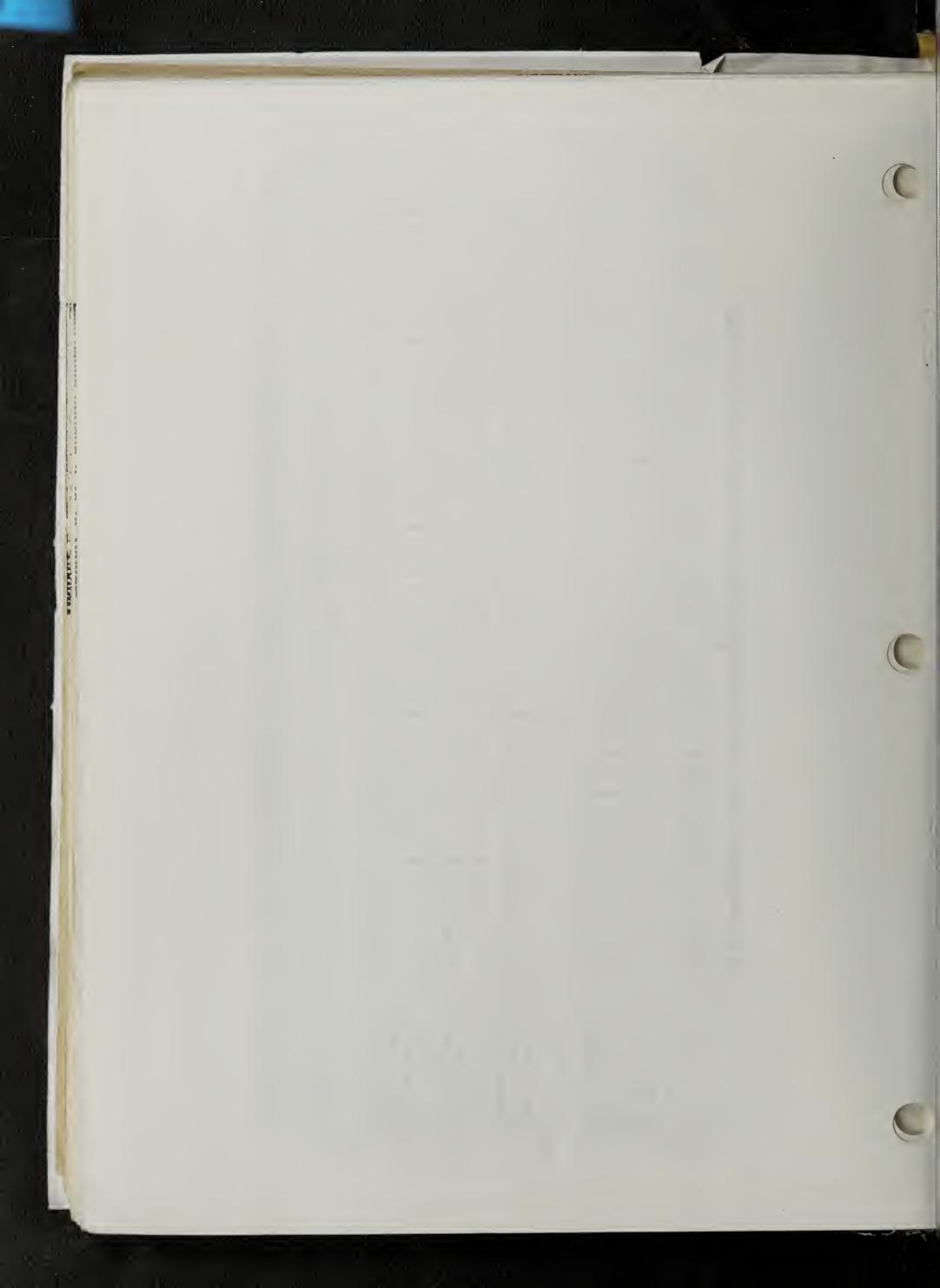
TABLE 2.-AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS

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SOUTH ATLANTIC(N): VIRGINIA	58.7	59.2 5	57.1 60.4	001	100	001	001	001	1000	1 66	001	98 9	99 97 100 100	001 6		92 98	98	98	72 . 61	15	79	£6 I	۶ ^۲	36. 30	27	31	17	12	v 0	= '	۷0	mo	10	01	00	- 0	• •	• • • • • •		
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- INDICATES DATA MOT AVAILABLE.

TABLE 3.-AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY

NO. NO. OF STATES	ALL P.C. TK. BUS ALL	PERCENT OVER 35 M.P.H.	. 	P.H.	PERCEN 45 H	45 M.P.H.	PERCE	OVER H.		PERCENT OVER 55 M.P.H.	9	PERCENT OVER 60 M.P.H.		PERCENT OVER		PERCENT OVER	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	PERCENT OVER
MAIN RURAL(1)(2). RURAL INTERSTATE COMPLETEO(1)(2) RURAL PRIMARY(1)(2). TURAL PRIMARY(1)(2). TURBAN INTERSTATE COMPLETEO(1)(2) SUBURBAN INTERSTATE COMPLETEO	55.3 55.8 54.0 56.0 100 57.6 58.1 56.3 58.4 100 54.1 54.5 53.4 55.4 100 53.5 54.0 52.1 53.7 99 53.1 53.5 51.8 52.0 100 55.0 55.8 53.6 56.2 100	0 100 99 99 0 130 100 100 0 100 99 100 9 99 99 99 0 100 99 99	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8 97 98 0 99 100 8 96 100 7 94 96 8 95 95	98 99 94 93 94 91 92 97 99 97 99	90 99 99 99 99 99 99 99 99 99 99 99	79 81 79 81 75 78 69 72 68 71 85 89	74 82 86 94 68 75 69 55 60 55 77 888	51 65 65 40 40 48	P.C. TK. BUS 54 44 55 68 57 69 43 39 63 43 34 11 37 28 34 53 37 64	AEL 23 23 11 11 11 15 15 15 15 15 15 15 15 15 15	23 15 72 11 11 10 11 11 10 11 11 10 11 11 10 11 11	805 ALL 24 6 32 9 0 3 13 4 10 2	P.C. TK.	800S AAL		8US ALL	
CONNECTICUT PARKWAYS. CONNECTICUT TURNPINE. 57.8 58.0 57.1 59.6 100 100 100 100 100 100 100 100 100 10	57.5 57.5 100 57.8 58.0 57.1 59.6 100 58.9 100 59.5 60.2 56.6 59.4 100 60.8 61.6 58.9 62.6 100 59.6 60.0 58.3 62.1 100 59.6 60.0 58.3 62.1 100 59.6 60.0 58.3 62.1 100 59.6 50.1 47.5 50.5 99 57.9 58.2 56.0 55.7 100 49.7 50.1 47.5 50.5 99 55.4 55.8 54.5 52.6 100 54.0 54.2 53.3 53.1 100 54.0 54.2 53.3 53.1 100 54.0 34.2 53.3 53.1 100 54.0 34.2 53.3 53.1 100 54.0 34.2 53.8 50.2 89 57.4 47.9 45.8 50.2 89 60.0 33 53.4 E. FOR MAIN RUMAL R 0 00 33 53.4 E. FOR MAIN RUMAL R 0 00 33 53.4 E. FOR MAIN RUMAL R 0 00 33 53.4 E. FOR MAIN RUMAL R 0 00 33 53.4 E. FOR MAIN RUMAL R 0 00 33 53.4 E. FOR MAIN RUMAL R 0 00 33 53.4 E. FOR MAIN RUMAL R 0 00 8 53.4 E. FOR MAIN RUMAL R 0 00 8 53.4 E. FOR MAIN RUMAL R 0 00 8 53.4 E. FOR MAIN RUMAL R 0 00 8 53.4 E. FOR MAIN RUMAL R 0 00 8 53.4 E. FOR MAIN RUMAL R 0 00 8 54.4 E. FOR MAIN RUMAL R 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 0 8 54.4 E. FOR MAIN RUMAL R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100 100 100 100 100 100 100 100 10	100 100 - 100 100 100 100 100 100 100 10	100 100 100 100 100 100 100 100 100 100	00 100 100 100 100 100 100 100 100 100		94 94 94 94 - 92 92 92 92 93 94 94 94 94 94 94 94 94 94 94 94 94 94	22.22	70 70 70 70 70 70 77 81 86 89 86 89 86 89 81 47 77 15 18 18 15 18 15 16 55 58 55 58 70 70 70 70 70 70 70 70 70 70 70 70 70	52 78 61 80 79 100 5 67 79 94 19 29 7 7 7 7 7 7 19 29 7 16 9 0 0	16 16 16 16 16 16 16 16 16 16 16 16 16 1	16 22 18 39 - 21 40 40 40 40 40 40 40 40 40 40 40 40 40	2 0 1 1 2 4 6 4 1 3 8 3 8 3 8 3 8 8 8 8 8 8 8 8 8 8 8 8	70 70 1 16 16 3 3 3 6 1 1	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			



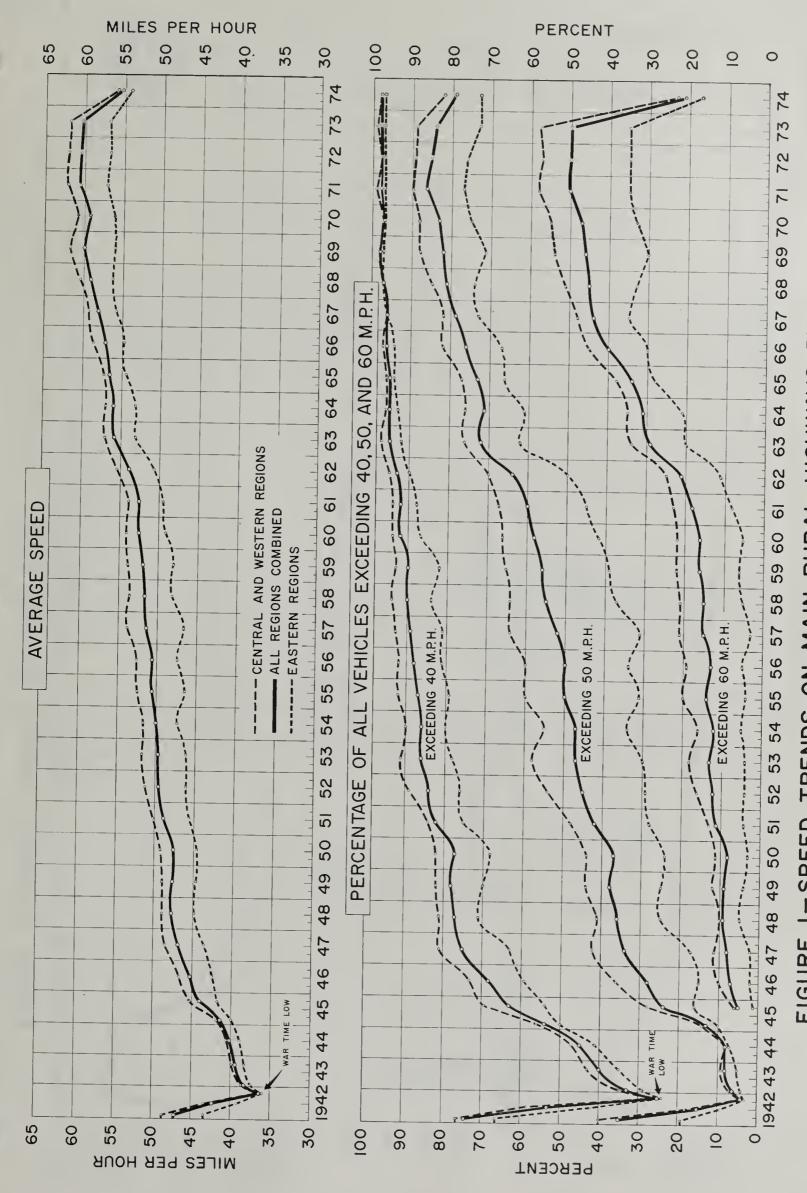
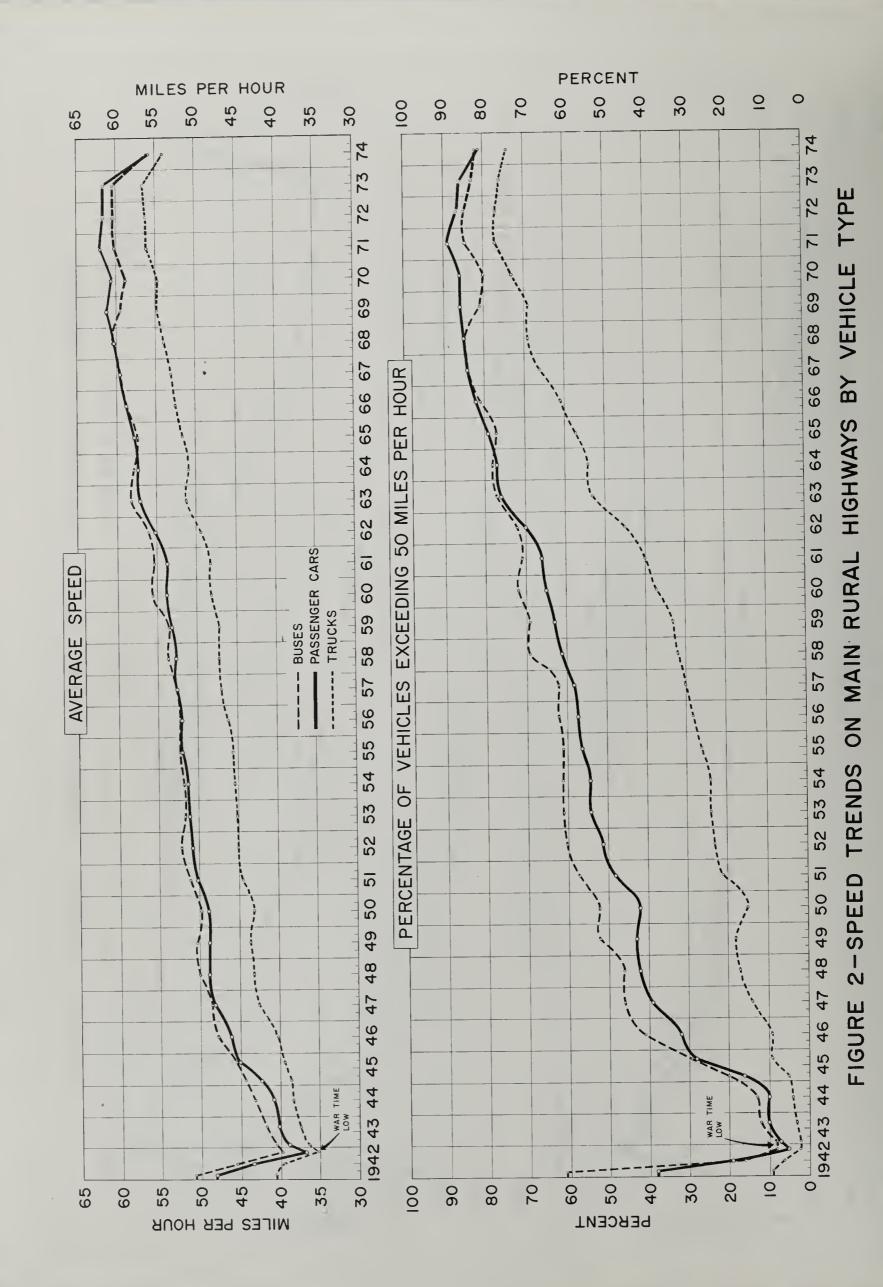


FIGURE I-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS





U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT

FHWA BULLETIN

1976 "Traffic Speed Trends" Report

March 19, 1976

Attached is a copy of the 1976 "Traffic Speed Trends" report based on data collected by 29 States during 1975. As shown in the report, the results of the studies generally indicate that free-flow vehicle speeds in 1975 remained at about the same level as in 1974. Free-flow vehicle speeds, in 1974 and 1975, however, were considerably below those of 1973.

The average speed for all free-flowing vehicles on main rural roads for 1975 was 55.8 m.p.h. as compared to 55.3 m.p.h. in 1974 and 60.3 m.p.h. in 1973. The 1975 average is based on speeds of 56.2 m.p.h. for passenger cars, 54.8 m.p.h. for trucks, and 55.4 m.p.h. for buses.

In addition, the percentages of vehicles exceeding speeds of 55, 60 and 65 m.p.h. on main rural roads in 1975 were 55 percent, 21 percent, and 6 percent, respectively. Corresponding percentages in 1974 were 51 percent, 21 percent, and 6 percent, and 70 percent, 50 percent, and 31 percent in 1973.

Sufficient copies of this bulletin and the report are being distributed to provide eight copies for each region, division, and State highway department. Additional copies may be obtained from the Program Management Division (HHP-13) on request.

William L. Mertz

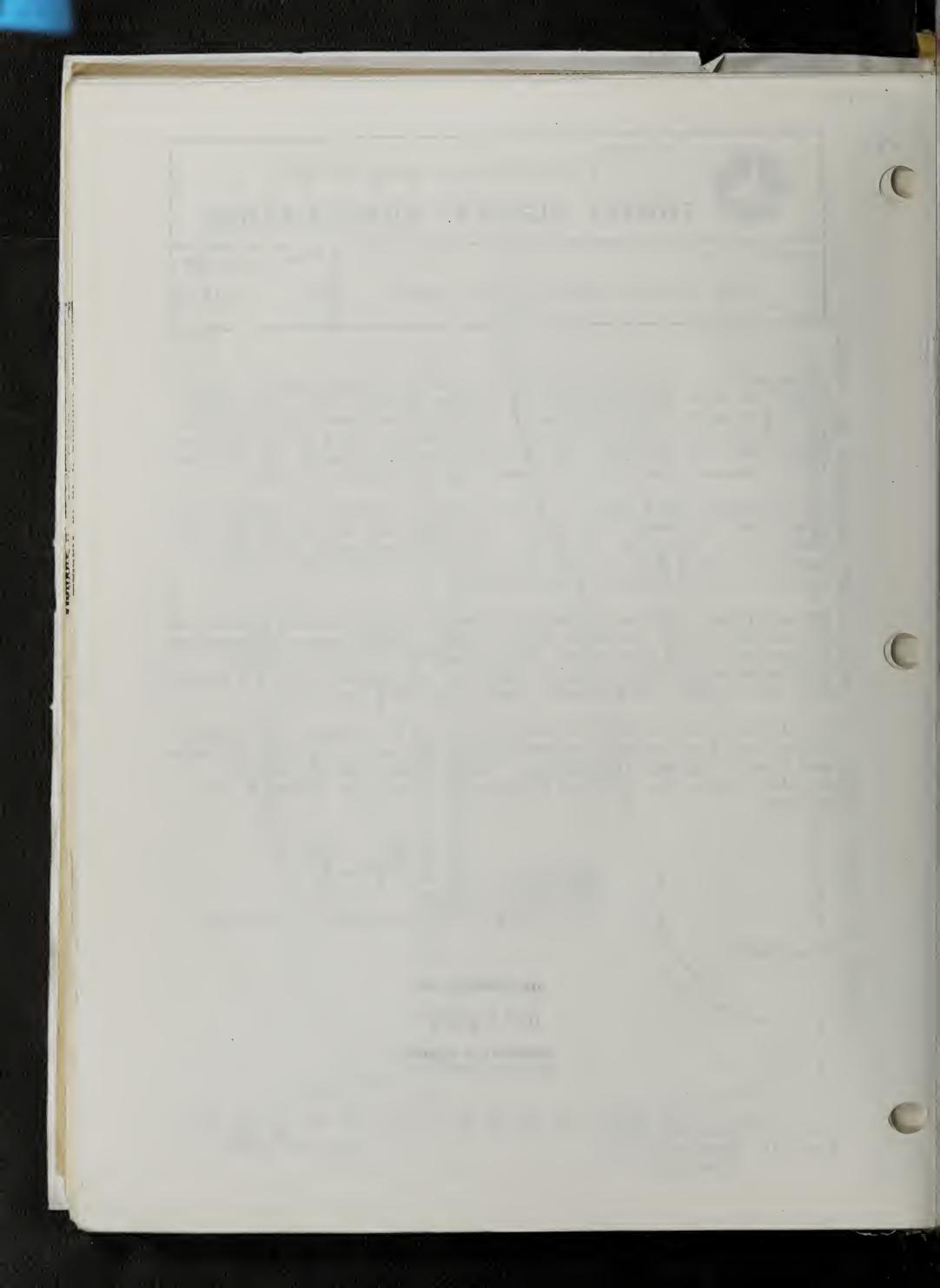
Associate Administrator for Planning

Attachment

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UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN



U. S. DEPARTMENT OF TRANSPORTATION FEDERAL. HIGHWAY ADMINISTRATION VASHINGTON, D.C. 20590



TRAFFIC SPEED TRENDS

Annual studies indicating trends in free-flowing vehicle speeds were continued by 29 State highway departments during 1975. The results of these studies, which are summarized in the attached tables and charts, generally indicate that vehicle speeds in 1975 remained at about the same level as in 1974. The free-flow vehicle speeds of 1974 and 1975, however, are considerably below those of 1973.

Previous post-World War II studies had shown a steady increase in average free-flow speeds between 1945 and 1971 from about 44 m.p.h. to almost 61 m.p.h. on main rural roads. However, between 1971 and 1973 vehicle speeds appeared to level off at approximately 60 m.p.h.

The average speeds in 1974 clearly reflected a shift from historical trends when a sharp decrease occurred with vehicle speeds dropping from 60.3 m.p.h. in 1973 to 55.3 m.p.h. in 1974 on main rural roads. The decrease was due mainly to the reduction in speed limits to 55 m.p.h. provided by the Emergency Highway Energy Conservation Act of January 2, 1974.

The 1975 speed data summarized in this report appear to indicate that average vehicle speeds have increased slightly over those of 1974 but are still well below the level of speeds for 1973. The results of speed studies conducted in 1975 by the 29 States are summarized in Tables 1, 2, and 3. These studies were conducted on level, straight sections of main rural roads and on urban streets during off-peak periods of the day when traffic densities were low and drivers traditionally traveled at their desired speeds.

As shown in Table 1 the average free-flow speeds of all vehicles during 1975 on main rural roads increased from 55.3 m.p.h. in 1974 to 55.8 m.p.h.--a change of less than 1 percent. Speed information for Alaska is included in Table 1; however, the data have been omitted from the totals in order to maintain comparable figures with previous years.

As shown in Figure 1, speed decreased slightly in the Eastern Regions from 54.2 m.p.h. to 53.9 m.p.h. but increased in the Central and Western Regions from 55.9 m.p.h. to 56.4 m.p.h. on main rural roads. Detailed data are listed in the tables showing average free-flowing speeds and percentage of vehicles exceeding speeds of 35 m.p.h. to 75 m.p.h., in 5 m.p.h. increments. These data are shown by State and Census Region.

Figure 1 shows that the percentage of vehicles exceeding 40 m.p.h. in main rural roads remained the same between 1974 and 1975 for all regions combined. The percentages exceeding 50 m.p.h. decreased from 73 to 72 percent in the Eastern Regions and increased from 82 to 86 percent in the Central and Western Regions between 1974 and 1975. However, the percentage of vehicles exceeding 60 m.p.h. remained at 21 percent for all regions combined. An average of 55 percent of the traffic exceeded the speed limit of 55 m.p.h. during 1975, 46 percent in the Eastern Regions and 59 percent in the Central and Western Regions. This was an increase over the 51 percent exceeding 55 m.p.h. in 1974 nationwide.

The average free-flow speed by type of vehicle is shown in Figure 2. The speed of passenger cars increased from 55.8 m.p.h. in 1974 to 56.2 m.p.h. in 1975, while speeds for trucks increased from 54.0 m.p.h. to 54.8 m.p.h. The speed of buses decreased from 56.0 m.p.h. to 55.4 m.p.h. between 1974 and 1975. A summary of speed data by State and regions for main rural roads, including the Interstate System, is shown in Table 1.

Speed study data obtained on completed sections of the rural Interstate System by States are included in Table 2. The average of all vehicles remained at 57.6 m.p.h. in 1975. Between 1974 and 1975 the percent exceeding 55 m.p.h. increased from 65 percent to 68 percent while the percent exceeding 60 m.p.h. decreased from 29 percent in 1974 to 27 percent in 1975. The percent of vehicles exceeding 70 m.p.h. remained at 2 percent on completed Interstate routes.

Table 3 includes data for various groups of highways and some individual freeways and toll roads. It shows that the average speed of free-flowing vehicles on completed portions of the rural Interstate System is about 3 m.p.h. greater than on other rural primary roads and about 2 m.p.h. greater than on main rural roads. The main rural category includes toll and free sections of completed rural Interstate, rural Interstate traveled-way, and other rural primary roads.

A comparison of the average free-flow speeds of all vehicles in 1973, 1974, and 1975 and the percentage of vehicles exceeding 55 m.p.h., 60 m.p.h., and 65 m.p.h. on various types of highways for each year are shown in Table 4. The table indicates that speeds on rural Interstate and main rural roads during 1974 and 1975 have remained much lower than during 1973. Average speeds in 1975 on rural secondary roads and on urban Interstate routes show an increase over those of 1974; however, they remained below the 1973 level. Vehicle speeds on other urban primary routes continued to show an increase in 1975 over 1973 and 1974, but only 11 percent of the drivers travel over 55 m.p.h. on these routes.

Figure 3 shows comparisons of average speeds by vehicle type for 1973, 1974, and 1975 on main rural roads. As can be noted the 1974 and 1975 speeds of each type of vehicle have remained below those of 1973. The percent of vehicles exceeding selected speeds on main rural roads is shown in Figure 4. In 1975 there was an increase over 1974 in the percent of total vehicles exceeding 55 m.p.h.; however, there was no change in 1975 in the percent traveling over 60 m.p.h. and 65 m.p.h. In both years (1974 and 1975) the percentage exceeding those speeds remained far below the 1973 figures.

Table 5 gives additional 3-year comparisons of average speeds and percentage distributions by vehicle type on main rural roads. As noted, passenger car speeds averaged about 5 m.p.h. greater than truck speeds in 1973 while in 1974 and 1975 there was less than a 2 m.p.h. difference in the speeds of these vehicles.

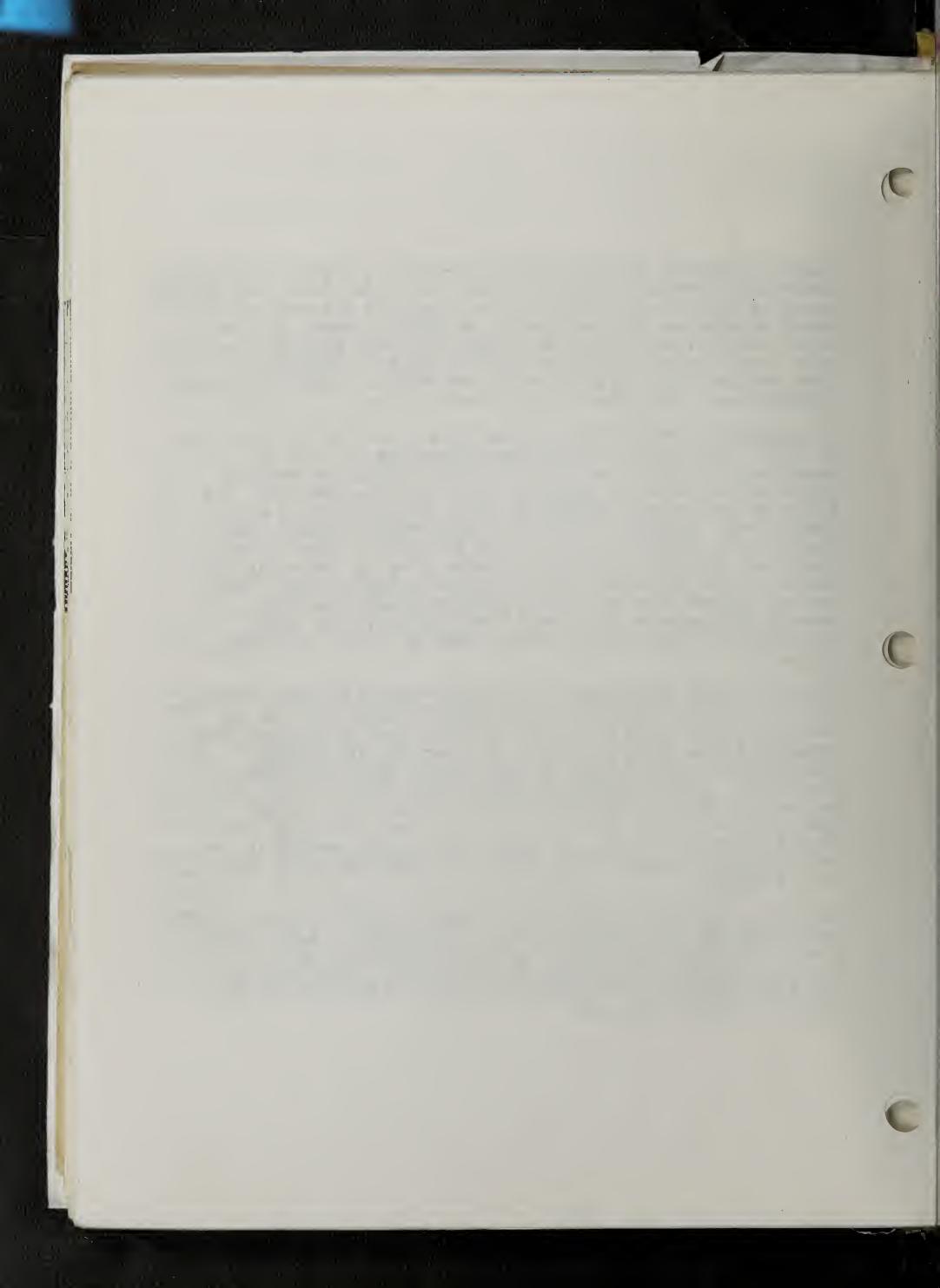


TABLE 1... AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS, ON LEVEL, STRAIGHT SECTIONS OF MAIN RURAL ROADS, INCLUDING THE INTERSTATE SYSTEM FOR 1975¹

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F4 2 1 0 M F	A TAN 23	1 102	ALTAVA	- u - a																																				1

- INDICATES DATA NOT AVAILABLE.

(1) THESE DATA ARE DBTAINED TO PROVIDE AN INDICATION OF URIVERS' DESIRED SPEED UNDER IDEAL TRAFFIC, ROADWAY, AND WEATHER CONDITIONS, AND STAILBUILD SPEED STAILBUILD SPEED ALL TRAVEL IF AVAILABLE FOR EACH RAND CATEGORY WOULD LIKELY SHOW GREATER PERCENTAGES AT LOWER AND INTERREDIATE SPEEDS AND SHALLER PERCENTAGES AT THE HIGH SPEEDS. DATA ARE NOT AVAILABLE FOR THE FULL RANGE OF ROADWAY, TRAFFIC, AND WEATHER CONDITIONS.

TABLE 2.-AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES TRAVELING IN EXCESS OF VARIOUS SPEEDS ON LEVEL, STRAIGHT SECTIONS OF THE COMPLETED PORTIONS OF THE RURAL INTERSTATE SYSTEM FOR 1975

TABLE 3.-- AVERAGE SPEEDS OF FREE-MOVING VEHICLES AND PERCENTAGES OF VEHICLES EXCEEDING VARIOUS SPEEDS BY TYPE OF HIGHWAY

Part Part													=	→ [616																			
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The state of the s	STAT	TYPE OF	P.C. TK.	! · 						BUS	!		1					1				, O	1			C. TK.		ALL						808
The continent co	28	N I A	56.2 54.8		001					9.6	95		11			79	11				21	₽ 23	16	24	9	4 1	ø	-1	-				0	۰
Subject Parametric Latinate (Controller) 51.5 51.5 51.5 51.5 51.5 51.5 51.5 51.	28	RURAL INTERSTATE COMPLETEO(1)(2)	58.0 56.6		100					100	66					96	. 88	8.8			72	30	17	31 .	7	5	~	2	2	-		0	0	0
Mark Height (Convertification) 34. 35. 34. 34. 34. 34. 34. 34. 34. 34. 34. 34	•	*RURAL (.S.TRAVELEO-WAY(1)(2)(3)	58.3 56.7	· • ·	100					100						8.8	. 16	99			. 29	31	24	27 :		2 0	91	7	e	7		-	0	0
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Frequential interstrict Complettion. 55: 95: 65: 65: 65: 65: 65: 65: 65: 65: 65: 6	15	URBAN INTERSTATE COMPLETEO(13(2)	55.2 53.8		100					100	9.8					72	- 69				13	1.5	10			3 1	0	0	0				0	0
CONNECTICUI PARKANYS	2	SUBURBAN (NIERSTATE COMPLETED	56.6 54.4		100					100	9.6					78	. 88				61 .	21	13	27 .	4	5 2	0	-	7		·	-	0	0
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COMMECTICALI PANAMAYS		*FREEWAYS AND TOLL ROADS:		• •			• •			• •							••							• •			• •							
COMMECTICAL PARKAMYS			•	• •						• • •				• • •							• • •						• • •							
PHYSICAL THOMPHER		CONNECTICUT PARKWAYS	- 6*69			1				'		00 1	,			1	,		83	1	39	39	1		1 11	-	1	2	7	1	• • •	0	1	1
HICHIGLAN FREEMAYS		. CONNECTICUT TURNP (KE	58.3 57.5		100					100						16	. 16				23	26		20 .	Э	4 2	7	0				0	0	0
NEMADA FREMANY			59.0 55.2		100					100							. 001				34	38	15	75 .	7	9 2	25	-	7			0	0	0
NEIST STATE THANDRIKE THAN		NEVADA FREEMAYS	57.2 57.6	• •	100	100				1	66		- 66	*6		*6	1	11		-	31	30	34	1	6	01 6	1	7	М	. 2		0	0	1
PENNSYLVANIA FREEMAYS		. NEW HAMPSHIRE TURNPIKE	59.2 60.0	• •	100					100				16	16	100	33 .				35	36	33	0	_	6 0	0	-	-			1	0	0
Physical properties and the prop			55.5 54.3	• •	100	100				1	66		- 80	88		88	1				6	11	3		1	0 1	,	0	0	0		0	0	- 1
RHUGE ISLAND FREEMAYSTRUMALL. 5.4. 55.1 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2		PENNSYLVANIA FREEKAYS	52.9 50.2							9.6	8.8					53	15 1					10	3	. 01	-	0 1	0	0	0				0	0
TEXAS-STEMMONS FREEMAY: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		RHOOE ISLAND FREEMAYSTRURAL)	55.1 53.8	• • •	100					100	9.5					69	85 .				13	15	1	15 .	50	1 9	0	-	-				0	0
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TEXAS-STEMMONS FREEWAY 55.2 55.5 54.3 53.4 100 100 100 100 100 100 100 100 100 10		. TEXAS-FT.WORTH-DALLAS TPK	52.7 50.6							96	16					4.7	. 19				7	2	7	*	0	1 0	4	0	0				0	0
**RURAL SECONDARY(1)(2)		TEXAS-STEMMONS FREEWAY	55.5 54.3							100	66					82	02				00	90	9	۲.	-		0	0	0				0	0
**RURAL SECONDARY(II)[2]				••						• •							• •							••			••							
UNBAN PRIMARY	15		52.0 50.1							. 06	18			• •		52	58 •				112	13	7	*	3	4	0	٦	-	-			0	0
UNBAN SECONDARY 39.4 39.5 39.0 38.7 64 64 67 67 40 40 42 33 25 26 21 17 11 11 8 17 3 3 3 17 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13		42.9 42.0				14 .			59	3.8			• •		19	24				۳.	*	-		7	0 1	-	0	0				0	0
*SUBURBAN PRIMARY 48.4 49.0 46.6 46.7 91 93 88 90 79 83 73 87 65 67 58 64 45 47 37 39 23 25 17 14 7 7 4 3 1 1 0 0 0 0 0 0 0 0	C)		39.5 39.0							33	25			=	11	89	17 .	Э	8	3 17	•	7	0	0	0		0	0	0				0	0
	10	SUBURBAN PRIMARY	9.94 0.64							. 18	6.5			• •		37	39 •				. 7	7	4	3 -	-	0 1	. 0	0	0				0	0

(1) PERCENTACES FOR 70 M.P.H. ARE BASED ON 28 STATES FOR MAIN RURAL RADAS, FOR RURAL INTERSTATE COMPLETED; 3 STATES FOR RURAL INTERSTATE TRAVELED-WAY: 15 STATES FOR URBAN INTERSTATE COMPLETED; 14 STATES FOR RURAL RADAS, FOR RURAL SECONDARY.

(2) PERCENTACES FOR 75 M.P.H. ARE BASED ON 25 STATES FOR MAIN RURAL RADAS, FOR RURAL INTERSTATE TRAVELED-WAY: 14 STATES FOR RURAL INTERSTATE TRAVELED-WAY: 15 STATES FOR RURAL RADAS STREETS THAT ARE ADEQUATE FOR PRESENT TRAFFIC BUT HAVE NOT BEEN UPGRADED TO FULL INTERSTATE TRAFFIC IN INTERSTATE TRAFFIC IN INTERSTATE TRAFFIC IN INTERSTATE CORRIDORS.

- INDICATES DATA NOT AVAILABLE.

Table 4

Average Speeds of Free-Moving Vehicles and Percentages of Vehicles Exceeding Various Speeds by Type of Highway

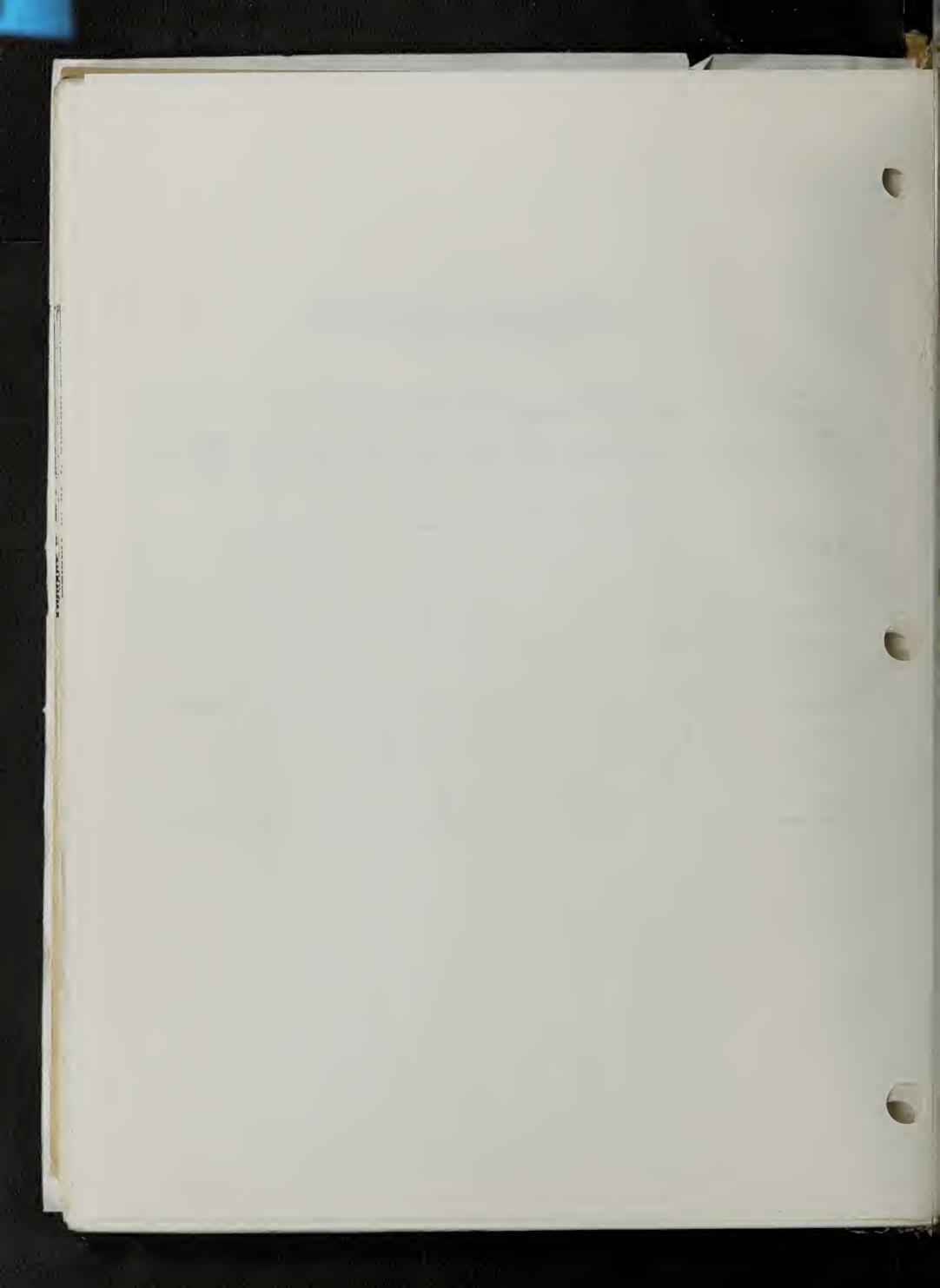
	Ave	rage S	peed		Per	cent o	f Vehi	cles E	xceedi	ng		
Highway	A11	Vehic	les	55	M.P.H	•	60	м.Р.н	•	65	M.P.H	•
System	1973	1974	1975	1973	1974	1975	1973	1974	1975	1973	1974	1975
Rural Interstate	65.0	57.6	57.6	89	65	68	72	29	27	50	9	7
Rural Primary	57.1	53.5	54.6	58	40	47	36	14	17	19	4	5
Main Rural ¹ /	60.3	55.3	55.8	70	51	55	50	21	21	31	6	6
Rural Secondary	52.6	49.5	51.7	39	24	33	21	8	12	10	3	3
Urban Interstate	57.0	53.1	54.7	58	35	48	33	10	13	16	2	3
Urban Primary	41.8	42.3	42.6	13	10	11	5	3	3	2	1	1

 $[\]underline{1}/$ Rural Interstate and Rural Primary

Table 5

--Comparison of Average Speeds and Percentage
Distribution--Vehicles Exceeding Various
Speeds-Main Rural Roads

						Vehicle	Type					
Speed Category		A11		F	assenge	r						
m.p.h.	1973	1974	1975	1973	Cars 1974	1975		rucks	1.0		Buses	7
Avg. Speed		55.3	55.8	61.6	55.8	56.2	1973 56.6	1974 54.0	1975 54.8	1973	1974	1975 55.4
		Pero	entage	of Vehi	cles Ex	ceeding	Variou	s Speed	s	<u> </u>		1
35 m.p.h.	100	100	100	100	100	100	99	99	100	100	99	99
40 m.p.h.	98	98	98	98	98	99	96	97	98	98.	98	98
45 m.p.h.	94	93	95	95	94	95	90	90	93	95	92	93
50 m.p.h.	84	79	83	86	81	84	76	74	79	83	82	77
55 m.p.h.	70	51	55	75	54	58	58	44	49	72	55	50
60 m.p.h.	50	21	21	56	23	23	33	15	16	58	24	24
65 m.p.h.	31	6	6	37	7	7	15	4	4	36	9	6
70 m.p.h.	14	2	1	18	2	1	4	1	1	9	2	1
75 m.p.h.	5	0	0	6	0	0	1	0	. 0	1	0	0



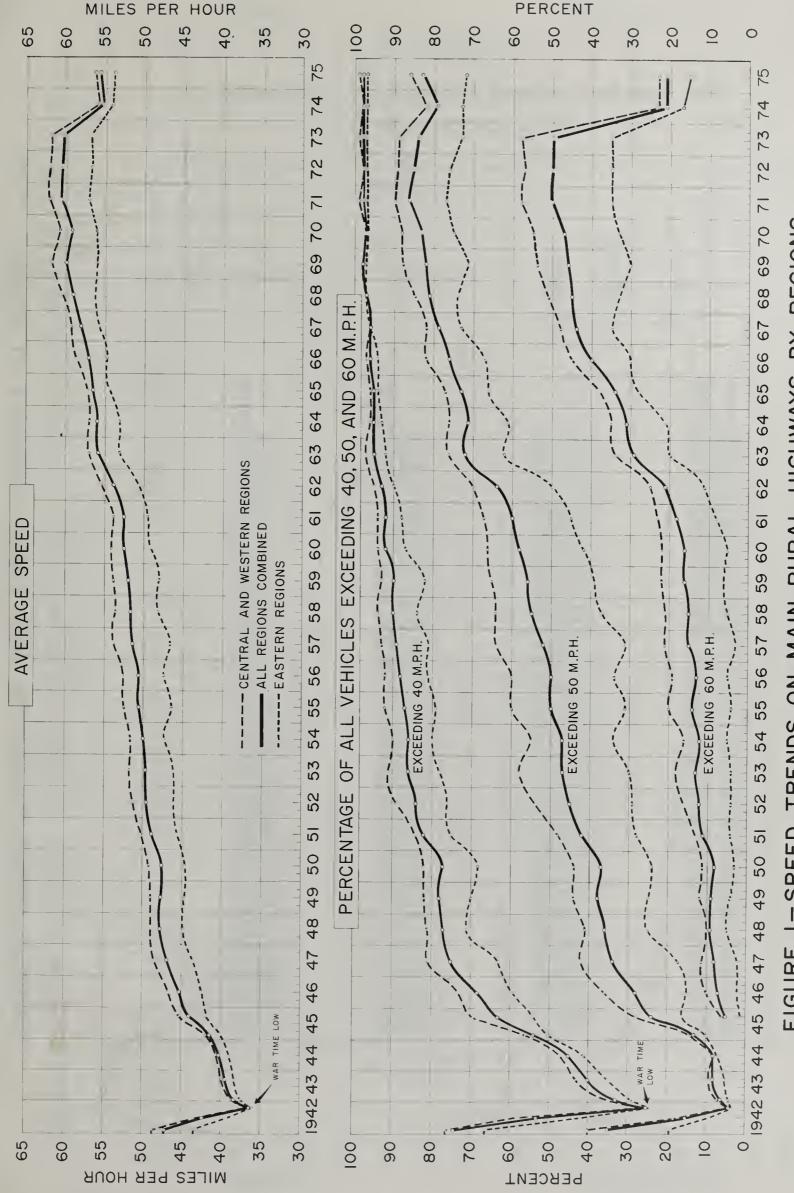
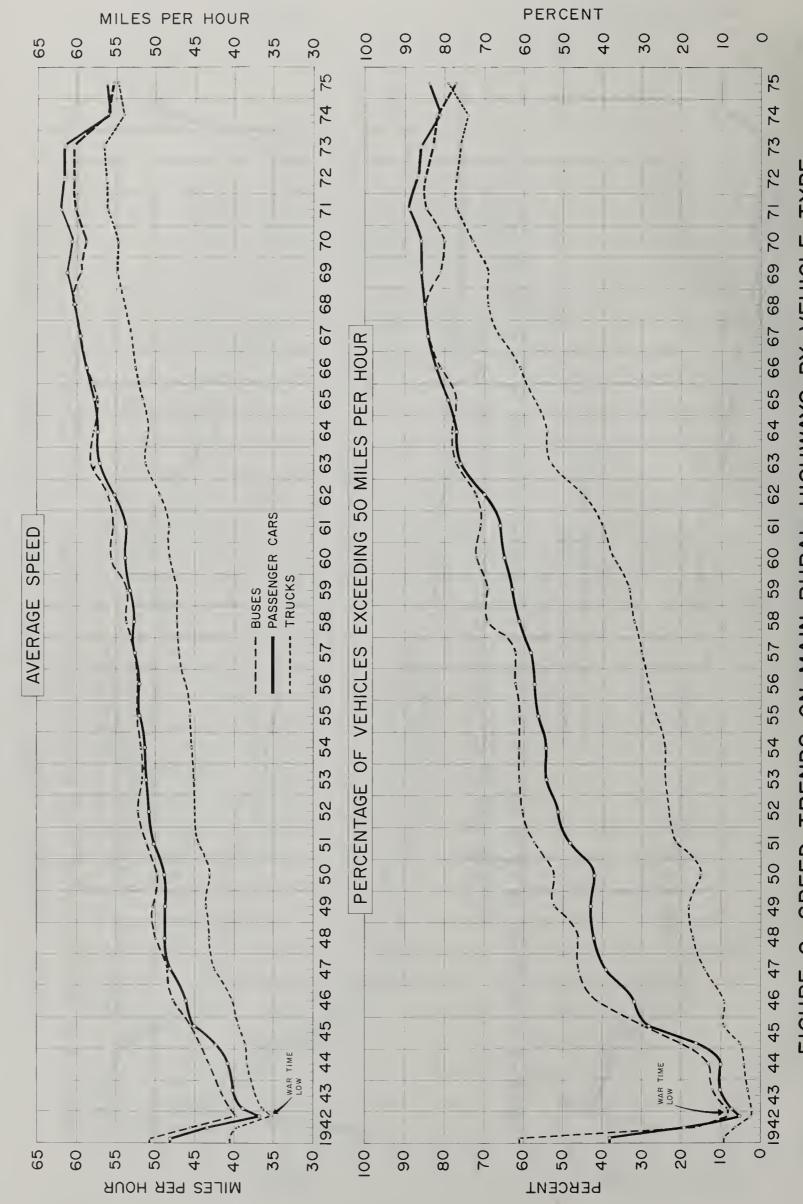


FIGURE I-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY REGIONS

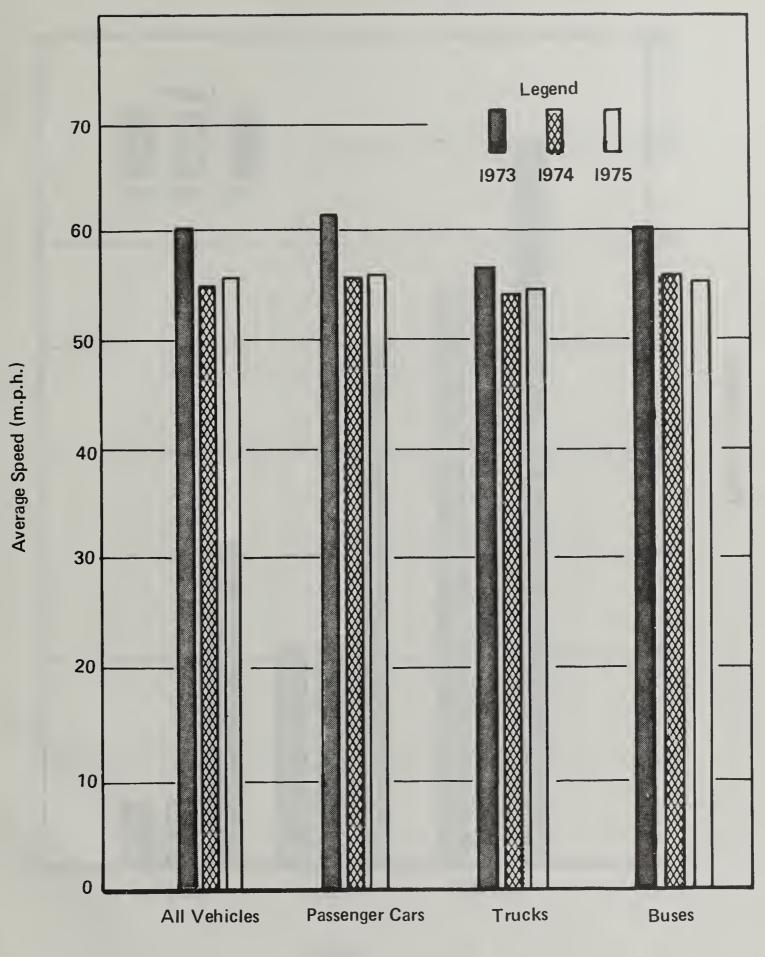


2-SPEED TRENDS ON MAIN RURAL HIGHWAYS BY VEHICLE TYPE FIGURE

FIGURE—3

COMPARISON OF AVERAGE SPEED BY VEHICLE TYPE

ON MAIN RURAL ROADS



Vehicle Type

FIGURE-4

PERCENT OF VEHICLES EXCEEDING SELECTED SPEEDS

ON MAIN RURAL ROADS

